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NEW HAMPSHIRE
RAILROAD COMMISSIONERS'
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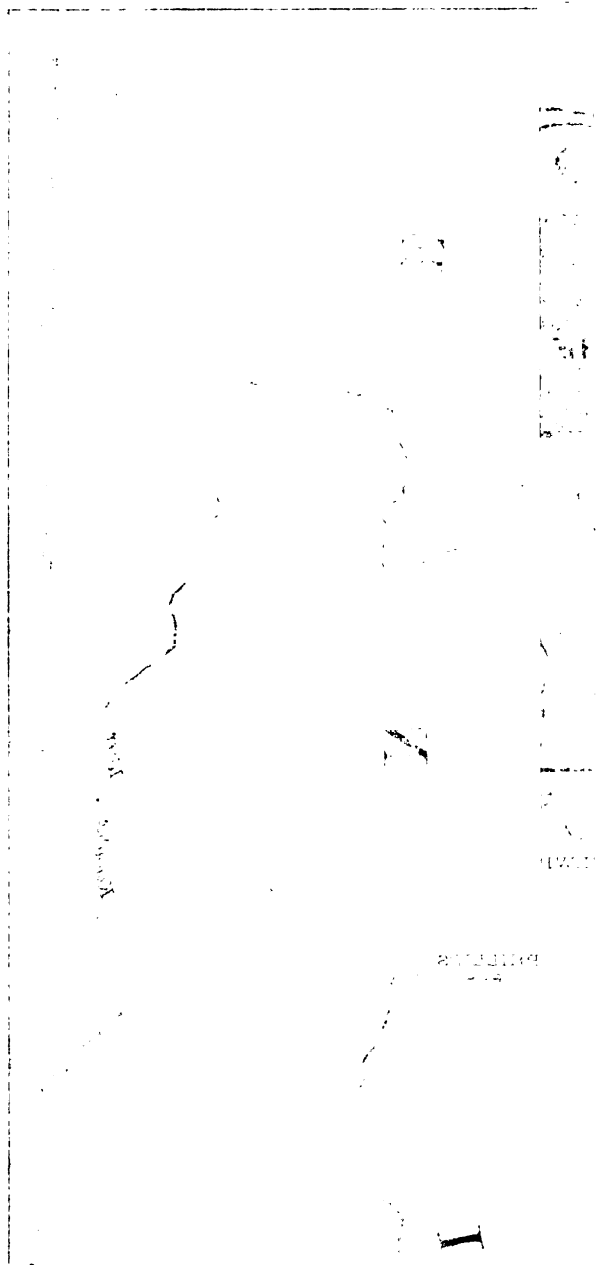
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New Hampshire Railroad Commissioners

FORTY-EIGHTH

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ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF NEW HAMPSHIRE,

1892.

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CONCORD:

IRA C. EVANS, PUBLIC PRINTER.

1893.

MAR 4 1916.

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PART I.

COMMISSIONERS' REPORT.

STATE OF NEW HAMPSHIRE.

To His Excellency the Governor:

The Railroad Commission transmits herewith its report for the year 1892.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,
Railroad Commissioners.

CONCORD, December 21, 1892.

The year 1892 has been free from extraordinary happenings in railroad circles in New Hampshire. The Legislature has not been in session. No sales or leases which have disturbed existing systems have taken place. No great accident has occurred. No corporation has failed to meet its financial obligations. There has been no violent fluctuation in the market value of stocks and bonds, and railroad managers have been at liberty to devote their energies and the resources of their corporations to the systematic improvement of the properties within their control and the transaction of the business which the public has offered them. The result appears in the improvement of the physical condition of nearly all our roads, in additions to their equipments, and in the increase of their traffic.

NEW ROADS.

The Franklin & Tilton Railroad was completed and opened in June last. It is in first-class condition and equipped to do much more business than it has or is likely to have in the near future. The road is operated independently at the joint expense of its owners — the Boston & Maine and Concord & Montreal. The Whitefield & Jefferson Extension, from Jefferson Meadows to Berlin via Gorham, has been so far completed that trains have been run over it, but it will not be at the service of the public until another season. Its length is about 21 miles and its cost in the neighborhood of \$650,000. It is well built, and the iron bridge which carries it over the Grand Trunk road and the Androscoggin river at Gorham is one of the best structures of its kind in New Hampshire. The proposition is to extend this road up the Androscoggin about 20 miles to the heart of the lumber regions, but at present it must rely mainly upon what business the village of Berlin can furnish it. It is a feeder of the Concord & Montreal and has been built at the expense of that corporation. During the early summer a branch road was built from Jefferson Meadows to a point near the Waumbek House, a distance of about three miles, for the accommodation of the guests at the hotels and boarding houses in that vicinity — to which it has proved a great convenience. It is not operated in winter.

The New Boston Railroad, from Parker's station in Goffstown to the village of New Boston, has been nearly completed this fall, and will be opened early in the spring. This is also a feeder of the Concord & Montreal system, to the mileage of which the new roads mentioned add about 30 miles. The North Weare & Henniker link, which was built year before last, has not

yet been extricated from the legal entanglements which prevented its operation at the time of our last report, and remains unused.

MILEAGE.

The total length of all New Hampshire steam railroads is about 1,200 miles, or, if we exclude lumber roads which are used only in winter for the transportation of timber, and narrow gauge roads used only in summer, about 1,145 miles. This is a mile of road for each eight miles of territory, an average that is exceeded only in twelve States — Connecticut, Delaware, Illinois, Indiana, Iowa, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, and Rhode Island.

The mileage of Vermont roads is 921, or a mile for eleven square miles of area, and of Maine 1,338 miles, or a mile for twenty-six miles of area.

We have a mile of road for every 300 people.

PERMANENT IMPROVEMENTS.

The Boston & Maine corporation has during the year straightened, regraded, and double-tracked its main line between Exeter and Newmarket Junction, and Dover and South Berwick, making practically a new road-bed and double track which is not excelled anywhere. It has also erected an elegant stone station upon the site of the one burned at Exeter last year, and commodious wooden stations at Lake Sunapee and Bennington, and commenced a much-needed brick station at Wilton. Steamer wharves have been built at Weirs, Lake Sunapee, and Alton Bay. A new iron plate bridge of two spans, covering an opening of 123 feet, has been built across the canal at Nashua; two new overhead bridges have been constructed between Dover and Rollinsford; and a new

lattice bridge at the Potter Place. Large freight yards have been secured at Nashua and are being prepared for business, and the work of filling and covering with tracks the extensive yard purchased at Manchester has been steadily going on.

The Concord & Montreal has proceeded rapidly with the extensive and expensive system of improvements which its managers projected after the consolidation of the Concord and Boston, Concord & Montreal roads about three years ago, and another year will see these much-needed betterments substantially completed. According to the report of the directors, there has been spent since 1889 in raising, reballasting, and ditching road-beds on the main line and branches, \$132,986; in substituting heavy steel rails for lighter ones transferred to branches, \$68,915; for safety switches and frogs, \$23,068; for bridges, \$139,418; for abutments, piers, cattle-passes, and other masonry, \$23,820; for depots and other buildings, \$95,476; for land at terminals, \$193,122; for engines and cars, \$550,497; for steam heating, \$12,393; for new sidings, \$66,253; for new ties in excess of annual requirements, \$35,609; for new machinery, \$6,948; for electric lighting, \$8,120; a total of \$1,356,629.

During the present year the changes at Groveton Junction, which included a new station in the village and a new yard for freight, have been completed, and work has been commenced upon a new station and yard at Lancaster.

Handsome and commodious new stations have taken the places of old ones at Fabyan's, Livermore Falls, and Winnesquam. At Laconia an elegant passenger station, which in architectural design, material, workmanship, and appointments, is probably not excelled in this country, was finished and opened with appropriate

ceremonies last summer. Large additions have also been made to the yard and the station approaches in that town, and a new freight station will soon be ready for use. A small but substantial and beautiful stone station has been built at Amoskeag.

A new iron bridge costing \$27,000 has been built over the Piscataquog river in Manchester, a new coal shed has been erected at Portsmouth at an expense of \$10,000, and new side tracks costing \$49,000 have been put in at various points. A new freight yard at Nashua cost \$16,599, and \$88,000 have been spent in raising and reballasting road-beds and putting in new rails. The main line of this road from Nashua to Fabyan's is now in excellent condition and the branches call for little criticism.

Most of the Maine Central line in New Hampshire is new and calls for little outlay except for sidings which have been put in at nearly every station. Upon the Grand Trunk, Fitchburg, and Connecticut River systems only ordinary repairs have been made.

NEW STOCK.

The Boston & Maine and Concord & Montreal corporations have both taken advantage of the acts of the Legislature of 1891 authorizing them to issue new stock for certain purposes. The Boston & Maine has issued during the year 54,042 shares of common and 16 shares of preferred stock, of which 45,921 shares of common stock were issued to stockholders at par, under circular dated June 24, 1891, and on account of which there had been paid in, prior to the close of last year's accounts, \$2,356,910. The balance was issued for capital stock of the Wolfeborough, Dover & Winnepesaukee, South Reading Branch, Chelsea Beach, and Eastern railroads, surrendered and cancelled, and for Boston & Maine

scrip taken up. The capital stock of the road outstanding September 30, 1892, was 31,498 shares of preferred and 185,330 shares of common stock. Of the common stock 9,452 shares are held by the trustees of the Eastern Railroad as collateral security for payment of its certificates of indebtedness, and 3,453 shares are held in the treasury. No dividends are paid on this stock or on that held by the trustees of the Eastern Railroad.

At a special meeting of the Concord & Montreal stockholders, held at Concord, N. H., May 19, 1892, it was

Voted, That the capital stock of this corporation be, at this time, and hereby is increased one million two hundred thousand dollars, making the capital stock of the corporation six millions dollars, and that the directors are hereby authorized to issue, from time to time, new stock of the par value of one hundred dollars for said sum of one million two hundred thousand dollars, in such amounts and at such times as in their judgment may be needed to meet the expenditures for which new capital is authorized by law, and that all classes of stockholders, in proportion to their respective holdings, shall have the right to subscribe for and take said new stock at par. If any stockholder shall waive his right, or fail to take his proportion of the new stock within sixty days after notice mailed to him by the treasurer, the directors may dispose of such stock not taken as they may deem best for the corporation, but at its market value and not less than par, and the proceeds of said stock shall be turned into the treasury.

In accordance with the above, the directors voted to issue 12,000 shares of stock to stockholders of record September 30, 1892, each stockholder being entitled to subscribe at par for one share of new stock for every four shares of old stock of any class held by him or her. This increase will make the capital stock of the Concord & Montreal, \$6,000,000.

CONSOLIDATION.

Two roads which have heretofore been leased to the Boston & Maine have been purchased by that corpora-

tion and their existence as independent roads terminated. These are the Wolfeborough for \$340,000, and the Dover & Winnepesaukee for \$375,159. Payment was made for these properties in new stock of the Boston & Maine which was issued for that purpose.

FARES AND FREIGHTS.

Section 13 of chapter 155 of the Public Statutes provides :

They (the railroad commissioners) shall fix the maximum charges to be made by the proprietors of railroads within the State for the transportation of persons and freight, and shall change the same from time to time as the public good shall require, subject to existing limitations. The rates so fixed shall be binding upon the proprietors.

This imposes upon the Commission a duty that cannot be performed and has not been attempted. None but experts of long experience and thorough familiarity with the subject can fix the maximum freight charges on all classes of merchandise on all the railroads of New Hampshire with any degree of fairness or without demoralizing traffic and damaging railroads and their patrons. It is possible perhaps for the Board, after careful investigation, to fix a just rate upon a specific article between two given points, and thus prevent extortionate charges, but beyond this it should not attempt to go. In our judgment the law should be amended so as to require the Board to regulate freight charges only upon the petition of parties setting forth that they are exorbitant and asking that they be re-adjusted. Again, when the statute quoted was first passed the single trip ticket was the only one used by the general public, and authority to fix the price of that was practically authority to fix passenger rates. Since then nearly all roads have issued mileage, package, round-trip, season, excursion, students', and workingmen's tickets, which

are sold at a lower rate than single trip tickets and used by a large proportion of those who travel by rail.

The question has arisen whether the law requiring the Board to fix the maximum passenger charges is broad enough to warrant any attempt to regulate the price at which other than single trip tickets are sold, and while the railroads interested in such cases as have come before us have waived this question and have followed our suggestions and recommendations, it would be better if the statute was so changed as to state explicitly that the Commission may upon petition fix the charges for all classes of passenger travel. Maximum rates or single trip rates upon all roads in the State were fixed by the Board several years ago. They are in nearly all cases higher than those now charged by the roads, which appear to be satisfactory to the public, and are as a rule reasonable. What complaint has come to us has related to mileage and other special rates and to freight charges, and in every instance the alleged grievance has been redressed without a positive order from us. The result of the protracted contention between the managers of the Grand Trunk road and their patrons in this State in the Legislature and before the Commission has been the issue of mileage and other special tickets which are entirely satisfactory to the complainants. The mileage charge upon that road is now \$25 for 1,000 mile tickets, and \$33.75 for 1,500 mile tickets, good to bearer.

The Maine Central has also revised its passenger schedule, and now sells mileage tickets good to bearer at the same rate as the Grand Trunk.

The Boston & Maine has recently commenced the issue of mileage tickets of 500 miles each at two and one fourth cents a mile.

Nearly all roads now arrange for excursions to and

from the summer resorts and to and from Boston and other trade centres, and sell round-trip tickets, good for a specified number of days, at one cent a mile or less. They thus add largely to their receipts and gratify large numbers of people, but whether they contribute in this manner to the prosperity of the State may be doubted. That they turn trade out of its regular channels is certain.

GRADE CROSSINGS.

As in former years the Board has granted permission, to such corporations as have asked it, to construct crossings at grade, in most cases, making such permission conditional upon a compliance with any orders or recommendations in regard to the construction and protection of said crossings as shall be deemed wise and proper ; but no corporation has been authorized to carry its tracks across a highway, at grade, until the city or town in which the highway is located, has, by its mayor and aldermen or selectmen, given its consent.

As has been repeatedly said in these reports, all grade crossings are menaces to life and property. Most of the fatal railroad accidents by which people who are neither railroad employés nor trespassers upon railroad property lose their lives occur upon grade crossings, and many of them upon crossings that are protected by gates or flagmen. How to abolish these death traps is one of the most pressing and most difficult of railroad problems, and yet we go on authorizing an increase in their number every year, because under existing conditions we see no practical way to avoid doing it without preventing the construction of roads and sidings which are needed and urgently demanded by the public. Our new roads are, without exception, in sparsely settled districts, where comparatively little traffic can be ex-

pected, and they must be built as cheaply as possible in order to bring owners fair returns from the investment. To require them in all cases, or in most cases, to be constructed above or beneath the highways is to prohibit their construction. Most petitions for grade crossings relate to sidings in our cities and larger villages, and these cannot be denied without depriving manufacturers, merchants, and others of much needed accommodations, for a siding cannot generally be dropped below or raised above a street which the highway crosses at grade.

In brief we feel compelled to grant all petitions of this class that come to us endorsed by local authorities, unless objection is made and a method disclosed by which the grades may be separated at a reasonable cost. But it is a question whether the time has not come when steps should be taken towards abolishing many of the level crossings we now have, even if we are to continue to make others. It is not to be expected that we can get rid of the crossings in country districts. To do that would require more money than all the road-beds and tracks in the State have cost, and provoke the bitter opposition of those who have occasion to use the highways, and of land-owners whose property would be injured; but the inconvenience, annoyance, danger, and expense inseparable from grade crossings are increasing so rapidly in a few large places, especially in Manchester and Nashua, that they will soon become unbearable and must be done away with or diminished, whatever the cost. This cannot be accomplished without further legislation upon the subject. The statutes of the State are designed to make it possible for a railroad to separate the grades at a crossing in isolated and exceptional cases, where it can be done without great outlay, or where there is extraordinary reason for doing

it. They do not contemplate such an extensive lowering or raising of either tracks or highways as will eliminate all the crossings in a large town, and in practice they are seldom appealed to.

In other States where this matter has been the subject of protracted and exhaustive examination and study by experts, special commissioners, and others, the conclusion has been reached that as the elimination of grade crossings is a work in which the railroads and the public have a joint interest the expense should be borne jointly, though not equally, by the railroad corporations, the State, and the towns or municipalities, and in Massachusetts this conclusion has resulted in the passage of a law which, while not applicable perhaps in detail to the situation in New Hampshire, deserves our attention. We print it below and ask for it the consideration of the Legislature, whose action is in our judgment necessary before we can expect to make much progress in the abolition of grade crossings.

CHAPTER 428.

AN ACT TO PROMOTE THE ABOLITION OF GRADE CROSSINGS.

Be it enacted, etc., as follows:

SECTION 1. Upon petition of the mayor and aldermen of a city or of the selectmen of a town, in which a public way and a railroad cross each other at grade, or of the directors of the railroad company, setting forth that the petitioners are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in such crossing, in the approaches thereto, in the location of the railroad or public way, or in the grades thereof, so as to avoid a crossing at grade, or that such crossing should be discontinued with or without building a new way in substitution therefor, — the superior court, or any justice thereof sitting in equity for the county in which such crossing or a portion thereof is situated, after such notice by public advertisement or otherwise as the court shall deem desirable and a hearing, may in its discretion appoint a commission of three disinterested persons.

SECT. 2. A petition under the preceding section may embrace several crossings, or by order of the court several separate petitions may be consolidated and heard as one.

SECT. 3. The members of the said commission shall meet as soon as may be after receiving notice of their appointment; and if, after due notice and hearing, the commission decide that the alterations are necessary for the security and convenience of the public, it shall prescribe the manner and limits within which such alterations shall be made and shall determine which party shall do the work, or shall apportion the work to be done between the railroad companies and the city or town. The railroad companies shall pay sixty-five per centum of the total actual cost of the alterations, including in such cost the cost of the hearing and the compensation of the commissioners and auditors for their services, and all damages including those mentioned in section five of this act; and the said commission shall apportion the remaining thirty-five per centum of said cost between the commonwealth and the city or town in which the crossing or crossings are situated; *provided, however*, that not more than ten per centum of such cost shall be apportioned to such city or town; *provided, further*, that the commonwealth shall not be charged any part of the expenses of abolishing grade crossings which are established after the passage of this act.

SECT. 4. If the commission decide that any portion of an existing public way should be discontinued it shall so specify, and it shall further specify the grades for the railroad and the public way or ways and the general method of construction, and also what land or other property it deems necessary to be taken; *provided, however*, that if such decision involves a change in the grade of the railroad, the consent of the directors of the company to such change of grade shall first be obtained. Said commission shall forthwith return said decision into the said superior court. The decree of the court confirming the decision of the commission shall be final and binding. If the commission decides that the location of the railroad or of the public way shall be changed, the decree of the court confirming such decision shall constitute a taking of the specified land or other property; and it shall be the duty of the clerk of said court, within thirty days after the making of said decree, to cause a copy of such decision and decree to be filed with the county commissioners of the county or counties in which the land or other property taken and the crossing are situated, and also to be recorded in the registry of deeds for the counties and

districts in which such land, property, and crossings are situated, and also to be filed with the auditor of the commonwealth. Said taking shall be deemed to be a taking by the city or town if the land is to be used for a public way, or by the railroad company if the land is to be used by the railroad.

SECT. 5. All damages sustained by any person in his property by the taking of land for, or by the alterations of the grade of, a public way shall primarily be paid by the city or town; and all damages occasioned by the taking of land for the railroad shall primarily be paid by the railroad company; and in case the parties interested cannot agree upon said damages, the city, town, railroad company, or other party may have the damages determined by a jury at the bar of the superior court for the county wherein the property and crossing are situated, on petition, brought within one year after the day of the date of the decree of the court confirming the decision of said commission, by either of said parties, in the same manner and under like rules of law as damages may be determined when occasioned by the taking of land for the locating and laying out of railroads and public ways, respectively, in such city or town.

SECT. 6. After the completion of the work, the crossing and its approaches shall be maintained and kept in repair as follows: when the public way crosses the railroad by an overhead bridge, the framework of the bridge and its abutments shall be maintained and kept in repair by the railroad company, and the surface of the bridge and its approaches shall be maintained and kept in repair by the town or city in which the same are situated. When the public way passes under the railroad, the bridge and its abutments shall be maintained and kept in repair by the railroad company, and the public way and its approaches shall be maintained and kept in repair by the town or city in which they are situated.

SECT. 7. The court shall appoint an auditor, who shall be a disinterested person, not an inhabitant of the city or town in which the crossing is situated, to whom shall from time to time be submitted all accounts of expense, whether incurred by the railroads, city, town, commission, or auditor, who shall audit the same and make report thereon to the court; which auditing, when accepted by the court, shall be final. The compensation of the auditor shall be determined in accordance with the provisions of law relative to the compensation of auditors appointed by the superior court in civil cases. Said court from time to time shall issue its decrees for payments on the part of

the railroad corporations, or of the commonwealth, or of the city or town, not exceeding their respective proportions determined as aforesaid of the expense as found by the auditor.

SECT. 8. The superior court, or any justice thereof sitting in equity in any county, shall have jurisdiction to compel compliance with this act and with the decrees, agreements, and decisions made thereunder; and may issue and enforce such interlocutory decrees and orders as justice may require; and it shall be the duty of the attorney-general or his assistants to appear and represent the commonwealth in all its suits and proceedings arising under this act. Service of the petition and all notices or processes may be made upon the commonwealth by leaving an attested copy in the hands or in the office of the attorney-general.

SECT. 9. If the board or aldermen of a city or the selectmen of a town in which a public way and a railroad cross each other, and the board of directors of the railroad company, are of opinion that it is necessary for the security and convenience of the public that alterations should be made in such crossing, in the approaches thereto, in the location of the railroad or public way, or in the grades thereof, or in a bridge at such crossing, or that such crossing should be discontinued with or without building a new way in substitution therefor, and if they agree as to the alterations which should be made, an instrument in writing signed in behalf of a city by the mayor, on being thereto duly authorized by the board of aldermen, or in behalf of a town by the chairman of the selectmen, on being thereto duly authorized by the board of selectmen, and by the president of the railroad company, on being thereto duly authorized by its board of directors, specifying the manner and limits within which the alterations shall be made, and by which party the work shall be done, or how it shall be apportioned between the city or town and the railroad company, the general method of construction, the grades for the railroad and the public way or ways, and also what land or other property it is necessary to take, and what portion, if any, of an existing public way is to be discontinued, and how the cost thereof shall be apportioned between the city or town and the railroad company, shall be valid and binding on the city or town and the railroad company, respectively, and have the same force and effect as a decree of the court under the provisions of this act: *provided*, that the board of railroad commissioners, after notice to all parties interested by advertisement and a public hearing, approve of the alterations set forth in the agreement

as necessary for the convenience and security of the public. Said approval by the board shall constitute a taking of the land and other property specified in the agreement as necessary to be taken, and it shall be the duty of the clerk of said board, within thirty days after such approval, to cause a copy of the agreement and approval to be filed with the county commissioners of the county or counties in which the land or other property taken and the crossing are situated, and also to be recorded in the registry of deeds for the counties and districts in which such land, property, and crossing are situated, and also to be filed with the auditor of the commonwealth. The provisions contained in this act relating to the taking of land under a decree of the court and in relation to the recovery of damages sustained by any person in consequence of such taking, or of the alterations made in pursuance of said decree, shall apply to the taking of land and damages sustained under an agreement between the city or town and the railroad company made as herein provided; except that the petition for the determination of damages may be brought within one year after the date of the approval of such agreement by the board of railroad commissioners. After the completion of the work the crossing and approaches shall be maintained and kept in repair as provided in section six of this act. If the agreement provides for the abolition of a public grade crossing, it shall be the duty of the board of railroad commissioners to keep itself informed of the progress and character of the work and the amounts reasonably expended for work done or for damages, so far as rendered necessary for the abolition of the grade crossing; and for that purpose it may employ any necessary agents, and from time to time as it may deem proper shall issue certified statements of the amount legally and properly expended for such abolition of a grade crossing; and the commonwealth shall pay to the parties entitled thereto under the agreement twenty per centum of such expenditure.

SECT. 10. The amount to be paid under the provisions of this act by the commonwealth in any one year (the year beginning with the passage of this act) shall not exceed five hundred thousand dollars, and the total amount to be paid by the commonwealth under the provisions of this act shall not exceed five million dollars; and the treasurer and receiver-general of the commonwealth shall pay the amount costs allotted to the State from any money not otherwise appropriated, and is hereby authorized, when requested by the governor and council so to do, to issue and sell bonds from time to time, under

such terms and conditions, and with a sinking fund for their redemption, as shall best promote the welfare of the commonwealth.

SECT. 11. Notice shall be filed by the petitioners with the railroad commissioners of the entry of any petition under the provisions of this act; and in case application shall be made for changes in grade crossings, which will require, in the opinion of said commissioners after an examination of the decision of the commission appointed by the court, a larger expenditure in any one year on the part of the commonwealth than the amount provided for by this act, said railroad commissioners shall have full power to decide, which, if any, of said pending petitions shall be proceeded with during the year; and no decree shall be entered under any such petition until a certificate is filed thereon by the railroad commissioners, that, in their judgment, the expenditure on the part of the commonwealth will not exceed the amount provided for by this act.

SECT. 12. The provisions of sections one hundred and twenty-nine to one hundred and thirty-six, inclusive, of chapter one hundred and twelve of the Public Statutes, chapter one hundred and thirty-five of the acts of the year eighteen hundred and eighty-two, chapter one hundred and ninety-four of the acts of the year eighteen hundred and eighty-five, and chapter two hundred and ninety-five of the acts of the year eighteen hundred and eighty-seven, so far as they relate to proceedings for the abolition of grade crossings, shall not apply to the provisions of this act: *provided, however*, that nothing in this act shall have effect upon cases pending or upon any right accrued at the time of its passage.

SECT. 13. This act shall take effect upon its passage.

[Approved June 21, 1890.]

OVERHEAD BRIDGES.

In the effort to reduce the actual cost of transporting merchandise by rail to a minimum, railroad managers are constantly increasing the height of freight cars and many of them are now of such proportions that they can scarcely pass under some of the over passes or overhead bridges, on which highways are carried over railroads in this State, and as a rule they are so high that a brakeman cannot stand upon the top of one of them

that is running under a bridge, without being knocked off. The only remedy is the raising of the bridges, which in most cases can be done without serious difficulty. It is not done because our statutes leave it with the towns in which the bridges are located, and the railroad, to inaugurate proceedings which will lead to the necessary improvements. The towns do not act because their citizens are opposed to making the approaches to the bridges steeper than they now are, and the railroads wait because they do not wish to antagonize the towns or incur expense which can be avoided. Not only this, but both the towns and the road wait for the other and nothing is done. In our judgment the statutes should be changed so as to compel the elevation of these bridges and to prohibit the construction of others which are not at least eighteen feet above the rails. In the report upon the accident in which W. H. Hardy was killed, at Horse Hill bridge in Concord, this subject is discussed at some length, and we ask attention to this report, as one which suggests in a striking way the evil and the remedy.

STREET RAILWAYS.

The desires of suburban land owners who wish to see their fields and pastures converted into accessible house lots, and the purposes of owners of electrical patents and manufacturers of electrical machinery, whose business it is to equip street railways, as well as the rapid growth of some of our larger towns are all potent factors in the extension of our street roads and the increase of the volume of their business. In New Hampshire as in other States electricity is being substituted for horse power upon street roads, and whenever this is done the next step is to extend the tracks to neighboring towns, and

compete for passenger business that has been controlled by steam roads, because, while it does not pay to haul cars by horse power over long stretches of unsettled territory in order to reach a village or pleasure resort, this can profitably be done by electricity, after an electric plant has been established.

Of the five street railways in this State, two now use electricity as motive power, and both parallel broad gauge roads; the Dover, between that city and Great Falls, and the Concord, between that city and Penacook.

It is proposed in the near future to equip the Manchester road with electric appliances and extend it east to Lake Massabesic and south to the city boundary, side by side with the steam roads, and similar changes are looked for at Nashua. Indeed it is confidently predicted that by a union of existing street roads, the procurement of a few charters covering links now missing, and the construction of such links, we shall soon have a continuous electric road following the highway, from Lowell to Franklin, and dividing with the steam roads the passenger traffic. Such an enterprise would be a wide departure from the objects that were sought to be accomplished in the chartering and building of street railways, which were originally designed merely to facilitate street travel from one part of a city to another, and were given rights and privileges far beyond what were ever granted long distance roads; and while it might afford the traveling public desirable conveniences and rates, before this or any similar project is approved it is well to ask whether it does not threaten the rights of others, and subject people generally to burdens which they will wish to be rid of later on. A steam railroad corporation, whose business it is to carry passengers from one town to another, is required to buy its

right of way, construct and maintain its road-bed, bridges, and fences, and provide suitable depots and crossings. Can any good reason be given why an electric road corporation, whose business is exactly the same, should be given a roadway and furnished with a road-bed, bridges, and fences at the public expense, and thus given a great advantage over its competitor, and allowed to subject citizens who are taxed to support and have occasion to use our highways, to constant annoyance, risk, and expense? We think not. If electric roads are to do a general railroad business, for the pecuniary benefit of their owners, we see no reason why they should not be subject to all the requirements that are imposed upon other roads engaged in exactly the same business, or why they should be given exclusive, and very valuable rights and privileges in the highways, to the discomfort and damage of the public; and before it is too late, we hope to see established in New Hampshire, the rule that all railroads which are designed to do a through business from one town to another, shall keep out of the public thoroughfares, pay for the land they occupy, and build their own bridges, fences, and stations.

WORK OF THE BOARD.

The vacancy upon this Board caused by the resignation of Hon. John M. Mitchell in April, 1891, was filled April 11, 1892, by the appointment of Thomas Cogswell, of Gilmanton. At the time of this appointment, there were pending before the Commission ninety-eight cases upon which action had been deferred because it was not believed that two members constituted a tribunal which could properly and legally determine such cases. The parties were at once notified that the vacancy had

been filled and that the Board was ready to proceed with its work.

Previous to this, some of these cases had been adjusted without the intervention of the Board, and those persons interested in a few others have not yet reappeared to ask that they be heard; but with these exceptions, all have been reached and disposed of. During the six months ending November 30, more than a hundred cases have been investigated and disposed of either by formal findings and orders or by bringing about satisfactory agreements between parties in interest.

ACCIDENTS.

The report of the Board for 1891 contains reports in fatal accident cases up to March 15, 1892. Since that time forty persons have been killed upon the railroads of this State, an average of about one each week, and thirty-four accidents in which thirty-five of these fatalities occurred have been investigated by the Board. Of the thirty-five victims, sixteen were railroad employes, of whom four were killed while walking upon the track in the discharge of their duties, eight fell between cars, two were hit by overhead bridges, and two were crushed while coupling cars. Of the nineteen not in the employ of the railroads, eleven were trespassers upon the tracks, one fell from a car while stealing a ride, one stumbled under the wheels while trying to climb upon a moving train, one fell from a crowded car platform and five were killed upon highway crossings. No passenger has been killed in a passenger car in this State during the last ten years.

These facts emphasize the recommendations and suggestions of the Board in former years as to the restrictions and appliances necessary to prevent casualties

upon our railroads. If people were prevented from using railroad tracks as highways and pleasure grounds, if grade crossings were abolished or effectually protected, and if train brakes were applied to all freight trains so as to relieve brakemen of the necessity of running over the tops of freight cars, more than one half the lives now lost in railroad accidents would be saved.

VOLUME OF BUSINESS.

The following table shows the volume of business upon the railroad systems of New Hampshire during the years ending June 30, 1891 and 1892 :

	Number of passengers.	Number car- ried one mile.	Tons of freight.	Tons carried one mile.	Passenger receipts.	Freight receipts.
Concord & Montreal :						
1891	1,650,441	44,206,149	2,196,748	95,848,492	\$937,734	\$1,420,404
1892	1,755,616	46,115,766	2,148,348	90,707,424	924,158	1,307,887
Boston & Maine:						
1891	31,174,544	413,313,594	6,982,022	430,749,062	\$7,513,744	\$7,240,599
1892	33,459,898	431,360,314	7,215,308	450,892,537	7,906,725	7,316,892
Maine Central:						
1891	1,943,351	75,938,045	1,741,519	127,442,150	\$1,810,943	\$2,294,797
1892	2,088,573	82,432,126	1,880,111	146,030,405	1,953,777	2,426,378
Connecticut River:						
1891	2,110,138	21,263,284	898,563	22,081,941	\$479,524	\$606,704
1892	2,227,884	22,262,559	1,229,612	26,072,026	495,745	621,439
Atlantic & St. Law- rence:						
1891	365,553	11,500,086	897,999	100,797,188	\$297,622	\$797,345
1892	357,388	11,727,224	891,350	100,381,514	298,955	821,465
Fitchburg:						
1891	6,719,206	103,817,884	4,215,024	437,219,636	\$1,940,176	\$4,423,960
1892	7,342,031	109,802,633	4,570,377	496,160,278	2,104,154	4,666,172

STEAM ROAD MILEAGE.

	Miles of road operated.	Miles in New Hampshire.
Boston & Maine.....	1,210.03	488.32
Concord & Montreal.....	* 367.57	347.31
Maine Central.....	813.76	99.15
Connecticut River.....	79.85	55.92
Atlantic & St. Lawrence.....	166.58	52.06
Fitchburg.....	436.32	66.04
Portland & Rochester.....	52.50	3.50
Franklin & Tilton.....		5.00
Unfinished roads (about).....		28.00
	3,126.61	1,145.30

STREET RAILWAY EARNINGS AND MILEAGE.

The following table shows the earnings and mileage of the street railways for the years ending June 30, 1891, and June 30, 1892 :

	1891.	1892.	1891.	1892.
Concord (6 months).....	\$9,192	\$34,254	7.0 miles.	8.5 miles.
Dover (9 months).....	31,810	35,390	6.5 "	6.5 "
Laconia.....	10,577	10,772	2.4 "	3.4 "
Manchester.....	64,055	73,240	9.0 "	9.0 "
Nashua.....	24,607	26,431	6.5 "	2.5 "
	\$140,241	\$180,087	31.4 miles.	34.9 miles.

*Excluding lumber and narrow gauge roads.

RAILROAD TAXES.—1892.

RAILROADS.	Valuation.	Amount in towns.	Value for taxation.	Tax.
Boston & Lowell.....	\$60,000	\$9,150	\$50,850	\$752.58
Boston & Maine.....	2,750,000	75,340	2,674,660	39,584.97
Concord & Claremont.....	600,000	3,900	596,100	8,822.28
Concord & Montreal.....	6,060,000	152,740	5,907,260	87,427.45
Concord & Portsmouth.....	600,000	.....	600,000	8,880.00
Connecticut River.....	225,000	11,000	214,000	3,167.20
Dover & Winnepesaukee.....	375,000	4,800	370,200	5,478.96
Eastern.....	425,000	75,266	349,734	5,176.06
Fitchburg.....	1,635,000	21,900	1,613,100	23,873.88
Grand Trunk.....	500,000	10,500	489,500	7,244.60
Manchester & Lawrence.....	1,500,000	3,296	1,496,704	22,151.22
Manchester & North Weare.....	80,000	.....	80,000	1,184.00
Mount Washington.....	150,000	.....	150,000	2,220.00
Nashua, Acton & Boston.....	20,000	.....	20,000	296.00
Nashua & Lowell.....	400,000	25,700	374,300	5,539.64
Northern.....	2,250,000	11,300	2,238,700	33,132.76
Peterborough.....	50,000	800	49,200	728.16
Peterborough & Hillsborough.....	70,000	.....	70,000	1,036.00
Portsmouth & Dover.....	100,000	.....	100,000	1,480.00
Portland & Ogdensburg.....	300,000	500	299,500	4,432.60
Portland & Rochester.....	30,000	.....	30,000	444.00
Profile and Franconia Notch.....	100,000	.....	100,000	1,480.00
Sullivan County.....	700,600	.....	700,000	10,360.00
Suncook Valley.....	140,000	3,600	136,400	2,018.72
West Amesbury Branch.....	20,000	.....	20,000	296.00
Whitefield & Jefferson.....	125,000	.....	125,000	1,850.00
Wilton.....	250,000	2,150	247,850	3,668.18
Worcester, Nashua & Rochester..	1,200,000	14,700	1,185,300	17,542.44
Wolfeborough.....	50,000	4,500	45,500	673.40
Manchester Street Railway.....	30,000	.....	30,000	444.00
Concord Street Railway.....	20,000	.....	20,000	296.00
Totals.....	\$20,815,000	\$431,142	\$20,383,858	\$301,681.10

PART II.

PETITIONS AND DECISIONS.

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PETITIONS AND DECISIONS.

GRAND TRUNK PASSENGER TARIFF.

To the Honorable Railroad Commissioners of New Hampshire :

We, the undersigned citizens of Groveton, Coös county and State of New Hampshire, and whose residences are located along the line of the Grand Trunk Railway Company's railroad, respectfully represent that the local tariff charged by said railroad company for passing over their railroad is unreasonably high and burdensome; and we request, therefore, that said company may be ordered to reduce the said tariff and thus make it more reasonable.

And we further represent that the mileage book ticket, sold by said company is surrounded by so many restrictions, conditions, and limitations, as to render them practically valueless and that the price charged for the book is unreasonably high; and we, therefore, request you to direct said company to remove said restrictions, conditions, and limitations, and make them conform to the general practice and method of other railroads in this State. We, therefore, request that a hearing be given upon this petition at Berlin Falls, N. H., at such time as will be convenient to your Board, that these matters may be inquired of.

And your petitioners will ever pray.

Dated at Berlin this 18th day of June, 1891.

JACOB W. WELCH, and twenty others.

Similar petitions were received from citizens of Berlin and other towns upon the line of the Grand Trunk, and a hearing thereon was appointed at Berlin Falls in May. At said hearing the officers and counsel of the corporation were present and submitted a new passenger tariff which was acceptable to the petitioners, and was therefore substituted for the old one with the consent of the Board.

CONNECTIONS AT NEWMARKET JUNCTION.

To the Railroad Commissioners of New Hampshire:

We, the undersigned citizens of Exeter and vicinity respectfully represent that the public interests demand better facilities for transportation, between this section of the State and the country north of Newmarket Junction.

The only connection made by the Boston & Maine Railroad at Newmarket Junction with the Concord & Portsmouth going north, and the only connection with said road from Concord is at 6 P. M. running south. We ask that trains shall run on the Boston & Maine railroad so as to intersect at Newmarket Junction with the 8.30 A. M. train from Portsmouth and with the 7.30 A. M. train from Concord, so as to enable passengers from this section to go north and return the same day without being compelled to go by the way of Lawrence, Mass. and be subjected to the long delays which by a proper arrangement can be easily avoided, and thus save the public time and expense.

Dated, EXETER, April 19, 1892.

E. Folsom & Co.
 E. H. Gilman.
 Charles H. Bell.
 Sperry French.
 C. B. Stetson.
 J. D. Lyman.
 C. G. Conner.
 Edwin G. Eastman.
 Thomas Leavitt.
 Henry A. Shute.
 Dixi Crosby, M. D.
 William H. W. Follansby.
 J. L. Smith.
 Geo. W. Sanborn.
 Walter J. Dudley.
 John F. Magraw.
 Charles E. Folsom.
 Albert S. Dudley.
 La J. Jones.
 Jas. H. Batchelder.
 Geo. Hauys.
 Lamson & Field.
 Andrew S. Irvine.
 Carlisle Bros.

J. A. Tufts.
 B. L. Cilley.
 J. G. Gilman.
 C. D. Towle.
 Getchen Taylor.
 Charles E. Fish.
 George S. Shute.
 Clarence Getchell.
 E. S. Sliyog.
 A. S. Wetherell.
 Edw. A. Shute.
 A. J. Weeks.
 O. H. Sleeper.
 W. B. Banigan.
 E. D. Coffin.
 Felix Hanna.
 Geo. H. Haynes.
 J. N. Thompson.
 J. E. Gordon.
 W. H. Blkuch.
 James A. J. Pray.
 Geo. W. Leavitt.
 Henry F. Moore.
 George E. Moore.

Geo. W. Weston.	John T. Gagnon.
Geo. W. Clark.	Frank F. Shute.
John C. Clay.	Lafayette Chesley.
John H. Brown.	John M. Clark.
Brown & Warren.	C. H. Knight.
Rufus N. Elwell.	Frank E. Dearborn.
C. E. Warren.	William F. Rundlett.
B. W. York.	C. E. Bington.
Geo. W. Hilleard.	E. J. Craw.
Kelley & Gordon.	A. J. Brown.
W. B. Clark.	John T. Peny.
Joseph W. Merrill.	Charles E. Atwood.
W. L. Noffo.	John Templeton.
G. H. Clough.	George N. Cross.
James A. Smith.	W. F. Wells.
R. C. Thomson.	Geo. W. Wiggin.
Eben Folsom.	John Oidill.
Louis G. Hoyt.	Jonas Whidden.
Gilman B. Hoyt.	Shirley B. Cunningham.
W. C. Field.	C. H. Towle.
A. S. French.	Arthur O. Fuller.
H. Irvine & Son.	Joseph L. Leavitt.
Chas. W. Taylor.	S. H. Dumar.
John E. Young.	S. Boyington.
Exeter Coal Co.	G. Gilman.
Benjamin F. Swasy.	O. A. Fleming.
C. W. Mansur.	Thomas E. Folsom.
A. F. Cooper.	J. W. Robinson.
E. P. Weeks.	Luke Leighton.
H. Levy.	William Flanigan.
A. D. Stevens.	Henry H. Young.
Geo. E. Warren.	Leonard F. Smith.
Rockingham Machine Co.	John P. Adams.
Geo. E. Warren, Treas.	William A. Francis.
Albert N. Dow.	Geo. A. Carlisle.
Sam'l S. Chase.	Walter Tuttle.
W. P. Wingate.	A. A. Towle.
E. A. Mitchell.	A. Manson.
N. Fascon.	F. D. Upton.
Charles Marseilles.	C. H. Johnson.
Arthur W. Dudley.	Geo. H. Young.
W. H. Nute, M. D.	Jacob M. Towle.
C. E. Work.	James E. Cahill.

H. G. Sullivan.	J. E. Dennison.
H. W. Wood.	J. E. Knight.
Miner G. Frye.	Weare N. Shaw.
Geo. N. Proctor.	O. Faulhaber.
J. R. Pettingill.	F. F. Batchelder.
Louis E. Mayees.	E. G. Lyford.
L. A. Mayees.	S. J. Dudley.
John H. Elkins.	S. G. Dudley.
J. Fred Conner.	Daniel Gilman.
J. L. Hall.	A. P. Severance.
W. J. Chadwick.	G. W. Weeks.
George B. Hoitt.	Jacob Carlisle.
Cutts & Sanborn.	Daniel J. Flynn.
Fred W. Sanborn.	O. S. Loomis.
B. London.	A. J. Hoyt.
C. M. Dinsmore.	C. W. Barker.
E. L. Watson.	O. W. Young.
F. S. Fellows.	W. H. Ladd.
E. W. Adams.	M. H. Spaulding.
F. H. Seammon.	James M. Carlisle.
D. M. Quimby.	Horace B. Cobbs.
Wm. G. Perry.	Geo. L. Ilsleg.
S. G. Morse.	Josiah Batchelder.
D. W. Baker.	A. C. Buzell.
W. Lester.	Geo. S. Giles.
Will L. Hilliard.	P. Conner.
Fred S. Churchill.	W. F. Putman.
Henry Coleard.	Levi G. Towle.
Chas. K. Fifield.	J. R. Rowe.
Nathaniel Walsh.	L. L. Livingston.
Charles Haley.	Daniel Smith.
O. S. Langley.	Alfred Conner.
Nathit. Gordon.	J. W. Field.
Charles J. Smith.	S. A. Brown.
John H. Sanborn.	B. P. Chadwick.
Charles Burley.	A. H. Tilton.
Gale Brothers.	Joseph Hart.
Exeter Boot & Shoe Co.	Wm. H. Glidden.
W. P. Weeks.	Geo. E. Steele.
Robert Rowe.	John M. Malloon.
J. H. R. Wright.	J. Warren Towle.
Charles Batchelder.	Sewell A. Day.

J. H. Towle.
W. S. Perkins.
Walter E. Collins.
Edward Goodridge.
John C. Dister.
Jos. E. Lang.

John J. Bell.
Charles G. Gooch.
Exeter Manf'g. Co.
by Hervey Kent, Treas.
Robert Mason, M. D.

The grievances complained of in the above petition were remedied by the Concord & Montreal road, which so changed its Concord & Portsmouth time table as to make close connections with the Boston & Maine at Newmarket Junction morning and evening, and run its Portsmouth train to and from Concord instead of Manchester.

FARM CROSSINGS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 11, 1892.

In the matter of the petitions of Selden C. Howe of Jefferson, and Henry W. Curtiss, Seth R. Chase, Prescott P. Mason, and Edward J. Beckman of Stratford for underpasses and improved crossings upon the Maine Central Railroad, which will enable them to cultivate and use their farms to better advantage, the Board, having examined the several locations and heard all the parties in interest, find and recommend:

1. That the said Selden C. Howe is entitled to have the eastern approach to the crossing upon his farm so extended and repaired that it will rise by a uniform grade from a point 146 feet east of the track to the railroad ties, be at least twelve feet wide upon the top, and of such material as to form a good roadway; and to have a suitable and permanent culvert at the foot of the incline to carry the water which flows there.

2. That the stone underpass asked for by Mr. Curtiss, would unless constructed with very extensive and expensive abutments, form a channel through which the water would flow with great force whenever the land was submerged by freshets which is often the case, and endanger the fill or dump upon which the railroad is built; and the land which such a pass would connect with the rest of Mr. Curtiss' farm is not worth as much as such a pass as he demands would cost, and that it is entirely practicable, if the said Curtiss will consent, to

extend upon his land the present incomplete grade crossing, beyond the railroad location, so that the rise will not be more than one foot in ten, and the inclines, if covered with gravel or other suitable material and made twelve feet wide upon the top, will form a roadway over which his crops, raised between the railroad and the river can be carted without difficulty or extra expense.

3. The grade crossing upon the farm of Seth R. Chase should be improved as he requests, so as to make it twelve feet wide at the top, with such slopes upon the sides as will withstand, as far as possible, the action of the water, and such a surface as will form a good roadway.

4. The cattle passes asked for by Mr. Chase and Mr. Mason would connect those portions of their meadows which lie between the railroad and the river, with their farms, which are mainly upon the east side of the railroad, and would be used only while their stock was eating the aftermath that grows in the fall upon those meadows. In other words, they would simply save the trouble of driving over the railroad, a few days or a few weeks, in the fall, such stock as can subsist upon the fall feed that grows after haying, in the fields which the railroad separates from the main body of their farms, and even this disadvantage may easily be reduced to insignificant proportions by pasturing the west side with such stock as need not be taken up until the feed is exhausted. This being the case, we do not think these passes are such reasonable and suitable crossings as land owners are entitled to have at the expense of railroads which divide their lands, especially, when as in these cases, the disadvantage incident to driving stock over the railroads was estimated and included in the award of damages made by the commissioners and selectmen.

5. The underpass already provided for Mr. Beckman, needs only to have the approaches on both sides improved by leveling the abrupt banks and removing a few stones, to make it meet all reasonable requirements; and the grade crossing to the south of this underpass will be sufficient, when restored to the condition in which the railroad originally put it, and kept it until he declined to use it.

It is recommended that the Maine Central Railroad proceed without unnecessary delay to make the repairs and improvements described above.

B. F. PRESCOTT,
Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 20, 1892.

In the matter of the petition of Frank E. Batchelder and others, owners of a tract of land upon the west side of the Boston & Maine Railroad, in Exeter, for a better farm crossing than has been provided by the railroad corporation, and for an assessment of damages caused by raising the road-bed and tracks of said railroad, the Board finds that in 1840 the Boston & Maine Corporation bought of George Marsh a strip of land four rods in width and thirty-six long, of which it obtained a warrantee deed, with a proviso that the grantee should have the privilege of crossing said strip "at such passes as may be made for that purpose," to his land upon the west side. The corporation constructed its railroad upon the strip of land thus obtained, and furnished the grantor a farm crossing which was nearly on a level with his land, and was used by him and his assigns until last year, when the road-bed was raised three or four feet and a second track was laid. Another crossing was then constructed upon the site of the old one, but its approaches are necessarily steep and its surface being of sand, it is in no condition to permit the hauling of heavy loads to or from the field. We recommend that the crossing be planked between the two tracks and between the rails of both tracks during the summer months, when it is used by the owners of the field, and that the approaches be so surfaced and extended as to make a solid roadway of regular slope, at least twelve feet in width, and reaching on either side to the edge of the railroad location, and on the west side twelve feet into the field, if said land owners will give their permission.

A hearing upon that part of the petition which relates to damages, will be had, by agreement of parties, at some later date.

B. F. PRESCOTT,

Clerk.

LAND DAMAGE AWARDS.*On petition of the Whitefield and Jefferson Railroad :*

In the town of Jefferson. — Betsy Moulton, \$275; William D. Rand, \$100; Ethan A. Crawford, \$40. July 12, 1892.

In the town of Randolph. — G. W. and N. W. Libbey, \$12.50; Louisa A. Hall (for Albert G. Messenger, assignee), \$55; Albert G.

Messenger, \$61; Fred Messenger, \$55; Fred Messenger, second lot, \$44; Orange S. Phelps, \$100. July 12, 1892.

In the town of Gorham. — The C. S. Peabody Co., two tracts of land, \$350; Elihu Libby and sons, three tracts of land, \$181; George A. Hodgdon, \$400; Albert Carter, \$250; John T. and Isaac A. Peabody, \$100; Isaac A. Peabody, three tracts, \$275; Grand Trunk Railway, \$1; Ann Lary, two tracts of land, \$85; Winona Paper Co., \$100; Charles A. Chandler, by agreement of parties, \$250; E. M. Cross, Celeste C. Hamlin, Abbie G. Bean, Annie Cross, Altha A. Phillips (Cross heirs); James H. Smith, M. P. Emery (owners with Cross heirs), \$200. July 13, 1892.

In the town of Berlin. — Joseph Lavertee, \$287; John R. Horn, first tract, \$958; John R. Horn, second tract, \$212.50. July 13, 1892.

In the town of Milan. — John R. Horn, \$42. July 13, 1892.

On petition of the Concord & Montreal Railroad:

In the town of Laconia. — Harriet Gale, \$5; Albert W. Wilcox and Annie M. Wilcox, \$15.

TERMINAL CHARGES AT MANCHESTER.

STATE OF NEW HAMPSHIRE.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, that it is lessee in possession of the Manchester & Lawrence Railroad, and that said Manchester & Lawrence Railroad is the owner, with the Concord & Montreal Railroad, of the freight and passenger depots at Manchester, and of certain tracks connected therewith, for the use of the same; that there are other tracks at said Manchester, upon the east side of the Merrimack river, extending into the yards and to the mills of the Amoskeag Manufacturing Company, the Manchester Mills, and other manufacturing companies and corporations, and upon their land, and immediately connecting with the tracks of the said Concord & Montreal Railroad; that there is also a side track upon the west side of the Merrimack river, upon the land of said Amoskeag Manufacturing Company, which connects with the Manchester & North Weare Railroad, a railroad operated by said Concord & Montreal Railroad; that said Concord & Montreal Railroad is, at present, in the possession and control of said side tracks on both sides of the Merrimack river.

That the Manchester & Lawrence Railroad claims to be the owner in part with said Concord & Montreal Railroad, of said side tracks,

and to be entitled to their use for the delivery and receipt of freight from said manufacturing companies and corporations, but that the ownership and the right to the use of said tracks is undetermined, and that the matters in controversy respecting them are now pending in court, and are to be determined in a bill in equity brought by said Manchester & Lawrence Railroad against the Concord Railroad Corporation; that your petitioner is now, and for a long time has been, delivering freight at Manchester, consigned to said manufacturing companies and corporations, which your petitioner has agreed, and does agree with the said companies and corporations to deliver to them on said side tracks at their mills, and has been, and still is, receiving freight from said companies and corporations on the cars on said side tracks for shipment; that said Concord & Montreal Railroad has been and still is, doing the business of transferring cars and merchandise so received from and delivered to your petitioner from said companies and corporations on said side tracks, to and from the tracks of the said Manchester & Lawrence Railroad, and has charged and still is charging your petitioner for such service the following sums, to wit: thirty cents per ton for full car loads, forty cents per ton for less than full car loads, for freight transferred to and from said side track on the west side of the Merrimack river; and twenty-five cents per ton for full car loads, thirty-five cents per ton for less than full car loads for freight transferred to and from said side tracks upon the east side of the Merrimack river; that said charges are unreasonable, oppressive, and exorbitant.

Wherefore, your petitioner prays that your Honorable Board will investigate the facts and circumstances relating to the subject matter of this petition, and, pending the decision in said bill in equity, that you will fix the maximum charges to be made by said Concord & Montreal Railroad for said service, without reference to the said claims of the Manchester & Lawrence Railroad to said tracks, but treating them, for the purposes of this petition and pending said bill, as the tracks of the said Concord & Montreal Railroad.

BOSTON & MAINE RAILROAD,

By J. W. SANBORN,

Acting General Manager.

OLIVER E. BRANCH,

Solicitor for the Petition.

A hearing upon this petition was appointed and begun at Manchester, in October, but before the main question was reached that of the jurisdiction of the Board was raised and discussed at length by counsel.

Pending a decision, an adjournment was had until November 19, and before that time, upon the recommendation of the Board and by consent of parties, the petition was withdrawn and taken to the supreme court.

It is expected that the case will be reached at the January term, and a tribunal selected, either by agreement of parties or appointment of the court to dispose of the matter.

GRADE CROSSING PERMITS.

CONCORD, November 2, 1891.

To the Concord & Montreal Railroad :

A petition having been presented to the Board of Railroad Commissioners by the Concord & Montreal Railroad, dated October 24, 1891, for permission to cross at grade the following highways in the town of Northumberland, viz., Spaulding, Rich, Main, Mill, and Church streets, and the selectmen of said town having consented to the same in writing, we therefore grant the prayer of the petition as it is not practicable to cross them in any other manner.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

CONCORD, November 2, 1891.

To the Concord & Montreal Railroad :

A petition having been presented to this Board by the Concord & Montreal Railroad, dated October 24, 1891, for permission to cross the following described highways at grade, in the extension of the Whitefield & Jefferson Railroad in the towns of Randolph, Gorham, and Milan, viz. :

In Randolph, the highway leading from Gorham to Jefferson, and the highway leading from said highway, near the George Wood place, to the Glen House.

In Gorham, the highway leading from Gorham to Berlin on the west side of the Androscoggin river, and the highways leading from said river road near the residences of John F. Peabody and Ann Lang, to Randolph and Jefferson.

In Milan, the highway leading from Berlin to Dummer, on the east side of the Androscoggin river; the highway leading easterly from said river road, near and between the residences of L. R. Phipps, and H. F. Paine, and the highway leading from said river road easterly past the residence of J. F. Vincent.

The selectmen of the towns of Randolph, Gorham, and Milan, having given their consent in writing for the above described crossings, we therefore grant the prayer of the petition as it is not practicable to cross said highways in any other manner.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

NEW HAMPSHIRE RAILROAD COMMISSION.

CONCORD, April 11, 1892.

The Boston & Maine Railroad, lessees of the Manchester & Lawrence Railroad having applied to this Board for permission to extend a side track from said Manchester & Lawrence Railroad, over Elm street in said Manchester, and across the tracks of the Manchester Street Railway at grade, and the city of Manchester by its mayor and aldermen, and the Street Railway by its president having assented to such crossing, permission is hereby granted as asked, it being understood that such permission is conditional upon a prompt compliance by said Boston & Maine Railroad with such orders and recommendations as shall hereafter be made by this Board for the protection of said crossing.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

CONCORD, N. H., May 21, 1892.

The Whitefield & Jefferson Railroad having petitioned for permission to extend its track across two highways in the town of Jefferson, at grade, in order to reach a point near the Waumbeck House, and the town of Jefferson by its selectmen having consented to said crossings, at grade, permission is hereby given the Whitefield & Jefferson

Railroad to construct its track across two highways, at grade, in the town of Jefferson.

Dated, May 21, 1892.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 24, 1892.

The Kilkenney Lumber Company Railway, having petitioned to cross certain highways in the town of Milan, at grade, and the town of Milan by its selectmen, having consented to said crossings, permission is hereby given the aforesaid railway to cross said highways, at grade, as asked for in its petition.

This permission is granted with the understanding that the question of sufficiency and character of the approaches to, and the construction of the crossings will remain within the jurisdiction of this Board.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

CONCORD, N. H., October 6, 1892.

The Nashua Street Railway having petitioned for permission to extend its tracks, at grade, across the tracks of the Boston & Maine Railroad at Temple street, and at a street formerly called Worthen street, and the tracks of the Concord & Montreal Railroad at Alds street, and a hearing having been had upon such petition, at which it was shown that it is not feasible to cross said streets in any other way, the permission asked for is hereby granted.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

CONCORD, N. H., October 27, 1892.

The Manchester Street Railway having petitioned this Board for permission to extend its tracks, at grade, across those of the Concord & Portsmouth Railroad on Wilson street, at a point about 230 feet south of Valley street, and on Valley street at a point about 400 feet east of Wilson street, also across a side track of said Concord & Portsmouth Railroad on the south side of Valley street, about 35 feet from the intersection of the centre lines of Valley and Wilson streets, and the side track of said Concord & Portsmouth Railroad running to the city yard [so called]; also across the side track of said Concord & Portsmouth Railroad, location at the intersection of Wilson street with said location, and the city of Manchester by its mayor and aldermen, and the Concord & Portsmouth Railroad by its lessees and managers having consented to such crossings, and it having been made to appear that it is unpracticable to construct other than grade crossings at the points named, at present, the consent of the Board is hereby given as asked for.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

CONCORD, N. H., November 25, 1892.

The New Boston Railroad Company having petitioned this Board for permission to cross the highway known as the Oil Mills road, in the town of New Boston, at grade, and the town of New Boston having by its selectmen consented to such crossing, and it having been made to appear that it is impracticable to cross said road by an overpass or underpass, permission is hereby granted, as asked for.

H. M. PUTNEY,
B. F. PRESCOTT,
THOMAS COGSWELL,

Railroad Commissioners of New Hampshire.

PETITIONS FOR STATIONS.

To the Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the undersigned, citizens of Webster and Warner, N. H., situate on the line of the Concord & Claremont Rail-

road, a road operated by the Boston & Maine Railroad Company, that there is great need of a depot, or station, at Bagley's Bridge, in said Warner, for the convenience and accommodation of the public, and the patrons of said road at said place. That now there is no depot at that place. That a large number of people take the cars there daily, and that during stormy weather people suffer from exposure while waiting for the cars. That frequent requests have been made to the managers of said company to construct a suitable depot at that place, which they refuse to do. Wherefore, by virtue of the law of New Hampshire constituting your Board, we file this our petition, and ask you to make an examination of this complaint, and if found true, that you order and require said railroad company, so operating said railroad, to erect a suitable depot building at said Bagley's Bridge, in Warner aforesaid.

W. W. AUSTIN, and forty others.

NOVEMBER 18, 1891.

W. W. Austin, and others:

GENTLEMEN, — We have called the attention of the officers of the Boston & Maine Railroad to your petition for a station at Bagley's Bridge, and they have advised us that they will proceed at once to erect one, suitable for the business at that place. If this is done, no further proceedings upon your petition will be necessary; if it is not, please advise us, and we will attend to the matter.

H. M. PUTNEY,

Chairman N. H. R. R. Commission.

N. H. R. R. Commissioners:

GENTLEMEN, — The officers of the Boston & Maine Railroad have decided to build a station at Bagley's Bridge on our petition which you called their attention to. Superintendent Chamberlin objects to having a chimney put in. We petitioned for a station suitable for the business at that place. We ask for a chimney and stove, that the passengers may be made comfortable, also for our milkmen who have to ride three and four miles through deep snows and cold storms for several months in the year. The neighbors nearest the station have been obliged to open their doors to all classes of people while waiting for the trains on cold days. If our petition did not call for accommodations to that extent we will send you one that covers the whole ground.

Yours truly,

W. W. AUSTIN, and others.

WEBSTER, N. H., July 4, 1892.

EPPING, N. H., July 14, 1892.

W. W. Austin, Esq., Webster, N. H.:

DEAR SIR,—Your communication of the 4th inst., in reference to the construction of a chimney in the station lately erected at Bagley's Bridge was received by the Board of Railroad Commissioners and duly considered. The Board considers it unsafe to have a stove in a railroad station where there is no responsible party to look after and manage it. Such a station which could be warmed at pleasure would soon become a rendezvous for tramps and other irresponsible persons, and sooner or later would be burned and other property destroyed.

Under such circumstances, the Board does not consider it safe to recommend or order a chimney constructed in the station at Bagley's Bridge.

Respectfully,

B. F. PRESCOTT,

For the Board.

Through some misunderstanding, the construction of a station at Bagley's Bridge was delayed until December, when the petitioners again called attention to the matter, and the Board having notified the corporation, was informed that it should be proceeded with at once. The station will soon be completed.

To the Honorable Board of Railroad Commissioners:

We, the undersigned, citizens and legal voters in the town of Alton, respectfully represent that the proprietors of the Boston & Maine Railroad, a corporation doing business in said town, are not now, and for a long time last past, have not furnished to the citizens of said town, at the station called Alton, at Alton Corner, so called, in said town, suitable, safe, and equal facilities for the transportation of passengers, baggage, and freight to and from said station, over said road.

That the said station is not safe for the transportation of passengers, baggage, or freight; and that baggage and freight, because of the unsuitable condition of said station, is damaged and delayed in storing, loading, and unloading.

Wherefore, your petitioners pray that the Board of Commissioners will direct, advise, request, or command the proprietors of said Boston & Maine Railroad to furnish such station and advantages as they may deem just to the citizens of said town.

I. D. MOONEY,

J. C. OSGOOD, and seventy-three others.

A hearing upon the above petition was begun at Alton, December 21, where many citizens of the town appeared and stated their views. The acting superintendent of the railroad, Mr. Sanborn, was present and, in behalf of the Corporation, admitted that a new station is greatly needed and should be built in the spring. It was suggested, however, that improvements at that point should include a rearrangement of tracks, a change in the highway so as to permit the abolition of one of the overhead bridges above the station, and the acquirement of more yard room; and to enable the petitioners to hold a meeting and appoint a committee to speak for them on these subjects, the hearing was adjourned until January 18, 1893.

PART III.

FATAL ACCIDENTS.

FATAL ACCIDENTS.

DEATH OF CHARLES DEARBORN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 22, 1892.

Investigation at Portsmouth, March 18, 1892.

Witnesses: C. J. Hale, conductor, Rochester, N. H., and S. P. Beverly, engineer, Rochester, N. H.

This fatal accident occurred on the Worcester, Nashua & Portland division of the Boston & Maine Railroad. Charles Dearborn, who was killed, was a resident and native of Epping. He was a shoemaker by trade, and at the time of his death was employed in one of the shoe establishments in town. In the afternoon and evening of Monday, March 7, he was seen near the railroad badly under the influence of liquor. In going to his home the easiest route was on the above named railroad, and no doubt he had frequently returned home that way. No one saw him killed, but it is supposed that a freight train running from Nashua to Rochester about 7.15 P. M., must have run over him, and perhaps other freight trains during the night. He was first discovered by the engineer and fireman on a morning freight train that reaches the Epping station at about 6.30, from Rochester. The point where he was run over is about a mile from the station. The engineer notified the agent, and he at once notified the town authorities, who took up his remains and put them in the care of an undertaker. It was soon ascertained who he was, although his body was frightfully mangled. It is supposed that in going to his home he either fell or lay down upon the track, owing to the condition he was in, and thus met with the fatal accident. He was a trespasser upon the road, was upon it in the night when the engineer could not see an object upon the track, especially if it was so near the rails as he must have been. No one connected with

the trains or the corporation can be held responsible for this unfortunate accident as appeared from the evidence and such other information as could be gathered.

B. F. PRESCOTT,
For the Board.

DEATH OF AN UNKNOWN MAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 22, 1892.

Investigation at Portsmouth, March 18, 1892.

Witnesses: W. H. Toner, Portsmouth, conductor; A. S. Brown, Portsmouth, engineer; W. W. Wells, Charlestown, fireman; E. E. Drake, Greenland, station agent.

A man who was loitering about the station at Greenland on the Eastern division of the Boston & Maine Railroad, Friday afternoon, February 26, 1892, was sent away by Mr. Drake the station agent. He appeared at the same place the next evening and after remaining a few minutes, passed down the track towards Boston. The next morning his mangled and lifeless body was found between the rails about half a mile from the station, where it had been run over by an east bound train that passed about an hour after he started down the track.

None of the trainmen saw him or knew of his existence until next morning when they learned of the accident at Portsmouth. As they probably would have seen him had he been walking or standing upon the track when he was hit, and as he had gone only a half mile in the hour that intervened between his starting and the passage of the train, it is to be inferred that he lay between the rails asleep. There were no papers or other evidence upon his body, to show his name or residence, and nothing has been learned of him since. The people who attempted to talk with him at the station thought he was sober but that he was not of sound mind. His appearance was that of a half demented, aimless creature, who could give no intelligible account of himself. His remains were taken to Portsmouth and buried.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN HASKELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 22, 1892.

Investigation at Portsmouth, March 18, 1892.

Witnesses: E. F. Norris, conductor, Great Falls; R. B. Tebbetts, Barrington; William B. Willoughby, engineer, Nashua; E. W. Walker, fireman, Nashua.

This accident in which Mr. Haskell received his injuries, occurred on the seventh day of March, 1892, at 2.50 o'clock in the afternoon, in Lee, on the Worcester, Nashua & Portland division of the Boston & Maine Railroad. He resided in Nottingham and on that day had been to Dover. On his return home he got some grain at Lee Hill, and had it in his pung when it was struck by the locomotive.

When he started from the store at Lee Hill, Mr. Tebbetts, who lived in Barrington and was a witness in the case, started with him, and they both drove for quite a distance near each other. As they were nearing the railroad, Mr. Haskell started his horse at a faster gait and got some distance ahead of Tebbetts.

Tebbetts testified that he heard the whistle when the train was some way off and saw the smoke. He at once started up his horse in order to overtake Haskell, and got near enough to shout to him several times, but he did not hear or did not give any heed to him. The passenger train was approaching from the east at about twenty-five miles an hour. The whistle was sounded and the bell rung as usual, and Mr. Haskell was seen as he was driving along in the highway, but it was supposed he would stop as travelers do as they near a crossing when a train is approaching and can be plainly seen. Mr. Haskell did not stop but kept his horse moving and just as he got very near the track he appeared to make an effort to strike his horse. The locomotive struck the pung and threw it by the side of the track but the horse was not hit. The train was stopped as soon as possible and backed to the place of the accident. Mr. Haskell was found in an injured condition. He was put upon the train and carried to Epping where medical aid was immediately summoned and his wounds dressed. He had a cut upon his head, two ribs were broken, besides other bruises upon the body. It was a clear, warm, sunny day, and nothing prevented the train from being seen for quite a distance on the side where Mr. Haskell was driving, had he given ordinary attention. He was a gentleman about seventy years old and a little hard

of hearing, but was vigorous and was well acquainted in that locality. He returned on a later train to Lee and was carried from there to his home where he died in a day or two. It would seem that if Mr. Haskell had exercised ordinary prudence and care the accident would not have happened.

B. F. PRESCOTT,
For the Board.

DEATH OF W. W. FLANDERS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 22, 1892.

Investigation at Concord, March 19, 1892.

Witnesses: James Fitzgerald, Charles H. Straw, Herbert J. Peaslee, Arthur L. Copp, and Martin J. Harney, all of Concord.

W. W. Flanders, while attempting to couple a freight car to an engine in the yard of the Boston & Maine Railroad, at Concord, March 7, 1892, was caught between the draw-bars and so injured internally that he died five hours afterwards. The story of this accident as told by the men at work with Mr. Flanders at the time, which is undoubtedly correct, is as follows:

It was his duty to make the hitch between the engine and car. When he was ready to make it he gave the motion to the fireman who gave it to the engineer to move ahead. The engine was moved ahead ten or twelve feet, and Mr. Flanders picked up a pin, motioned the engine back, and stepped between it and the car to which it was to be coupled. The engine moved back slowly until it hit the car and then forward again, and Mr. Flanders staggered out over the rail and fell into the arms of the yardmaster, who stood near by, and seeing he was hurt rushed to his assistance. An examination of the car and engine disclosed the fact that the draw-bars upon both were in perfect condition and that they protruded so far that when they came together there was space enough between the engine and car for a man to stand in safety. The conclusion is that Mr. Flanders must have been caught and crushed between the two draw-bars. Why he stood in a position where this was possible — that is, exactly in the middle of the track — instead of upon one side or the other where he would have been safe, is not known, but he was probably trying to raise the draw-bar of the car so as to make it level with the other, intending to step to one side before the engine reached him. As the engine was

moved by his orders, very carefully and at a slow rate, and there were no defects in any of the machinery, it does not appear that anyone else can justly be held responsible in any degree for his death.

H. M. PUTNEY,
For the Board.

DEATH OF E. L. MITCHELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 22, 1892.

Investigation at Concord, March 19, 1892.

Witness: M. J. Walsh, Bellows Falls, Vt.

This accident was upon the Cheshire division of the Fitchburg Railroad, and happened near Troy, on the first day of March. Mr. Mitchell was a brakeman upon a freight train that was running from Fitchburg and Bellows Falls; the train stopped at Troy to get orders as to its movements. The train was to meet another at Marlborough, the next station to Troy. There are two bridges near Troy over highways, and according to the evidence neither of them have guards to warn train men of their approach to them, and neither are high enough to allow a man of ordinary height to pass under when standing erect on a high car, without being hit. Mr. Mitchell, when last seen, was standing upon the highest car in the train and the third from the locomotive. As soon as he was missed by the rear brakeman he went forward to the locomotive where the conductor was riding and gave the information. The train was backed to the point near the bridge where Mr. Mitchell was found dead between the rails, his legs and one arm being badly crushed and to all appearances he had been dragged some distance. He was taken to the station and properly cared for and his friends who lived in the State of New York notified.

No one saw him fall from the train or hit the bridge, but it seems to be clear that he did hit it and was knocked down and fell between the cars.

It is a neglect on the part of the corporation in not putting proper guards at all bridges that are not of sufficient height to clear a man standing upon the highest cars now in use. Not only these two bridges at Troy, but several others upon the road, according to the evidence, are without proper guards or warnings.

Mr. Mitchell had been in the employ of the corporation for four months or more and was a competent, reliable man, and was probably well acquainted with the bridges on the road, but either from forgetfulness of the height of the car on which he was standing or from smoke which might have blinded him, he failed to stoop in order to prevent contact and thus met with this shocking accident.

Many fatal accidents happen to trainmen by being knocked from the cars when passing under overhead bridges that are not sufficiently high to clear them, and every possible precaution should be taken to warn men of their approach to them, and thus prevent fatal and other accidents.

B. F. PRESCOTT,
For the Board.

DEATH OF GEORGE A. COLLINS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 23, 1892.

Investigation at Concord, March 19, 1892.

Witnesses: John Morrison, yard brakeman; Frank Batchelder, engineer; Edward Hadley, fireman; Walter Simons, night conductor; and Alvah Sprague, yardmaster, all of Concord.

George A. Collins, switchman, who had been in the employ of the Concord railroad for twenty-seven years, was run over while attending to his duties in the yard of the Concord & Montreal road at Concord, by a shifting engine, and instantly killed, about half past three o'clock on the morning of February 17. There are several side tracks in that vicinity where the accident occurred, two of which are known as the engine house and farm tracks. The shifting engine was backing down on the farm track, and Mr. Collins, who had set the switch for the farm track, was walking in the same direction, probably to set the signal which it was his duty to do after an up train, which was moving up the main track through the yard, had come in. He was seen by the engineer of the shifter walking between the tracks some distance in advance, until the tender which moved faster than he walked, obstructed the view, but no one saw him step upon the farm track or witnessed the accident. The probability is that as he walked along his attention was attracted by the train moving up the main track, and he inadvertently stepped in the way of the tender and shifter, which was following him down, just in season to be run

over and mangled to death. There was a bright light upon the rear of the tender; it was not moving more than three or four miles an hour and he knew that it was following him. He was a faithful and competent man, perfectly familiar with the yard and the work in which he was engaged and there seems to be no other reasonable explanation of the accident, except the one stated above which is that of the men who were at work with him. So far as we can ascertain no one was at fault.

H. M. PUTNEY,
For the Board.

DEATH OF JAMES MONAHAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 12, 1892.

Killed near Zealand, March 14, 1892.

Witness: John Wood.

James Monahan, a brakeman on the Zealand Valley Railroad, was instantly killed on the fourteenth day of March, 1892, at 1.30 o'clock in the afternoon, near what is known as Camp 6 station. The train on which he was employed was made up of log trucks, on which logs are conveyed from the landing in the woods to mills where they are manufactured into lumber. The train was backing towards the place of loading. Monahan and John Wood, the conductor, were riding upon the locomotive. Monahan left the locomotive and got upon one of the trucks and was walking towards the rear of the train; after passing over three trucks, he lost his footing and fell between the cars, the wheels of several of them and the locomotive passing over him, which completely severed his head from his body. The train was stopped as soon as possible and his remains were taken from the track and properly cared for. He belonged in Whitefield, but was a native of the Dominion of Canada.

He had been in the habit of walking upon this train when in motion, and no one knows why he missed his footing or how he happened to fall.

B. F. PRESCOTT,
For the Board.

DEATH OF JAMES GODDARD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 5, 1892.

Investigation at Portsmouth, April 29, 1892.

Witnesses: George F. Wyatt, conductor, Chelsea, Mass.; Edward E. Freeman, engineer, East Somerville, Mass.; Edward H. Given, fireman, Charlestown, Mass.; Joseph W. Holt, signal man, Charles A. Hazeltine, station agent, William H. Mellen, and Mary F. Mellen, of Dover.

James Goddard was instantly killed at Dover, on the thirtieth day of March, 1892, at about 6.15 o'clock P. M., by being struck by the locomotive of passenger train No. 75, on the Boston & Maine Railroad. The accident occurred about half way between the Cochecho bridge and the Second street crossing. Goddard was first seen by the engineer walking towards Second street by the side of the track.

The engineer had blown his whistle at the usual place near the Arch, so called, and as the train crossed the bridge the bell was rung as is usually done at that place. Goddard paid no attention to either, but deliberately stepped onto the track in front of the engine. The engineer then gave the danger whistle and put on the brakes. Goddard made no effort to get off the track. The train was running at the time from ten to fifteen miles per hour. The engine struck Goddard and he was taken out from under the third car. Goddard was about sixty-five years of age and it appeared from the evidence that he was in possession of all his faculties. That he was neither deaf nor blind. The evidence showed that he had recently returned from Massachusetts, where he had been to bury his daughter, and that the night before the accident he had some trouble with his son. He was seen by several parties a few minutes before the accident walking towards the bridge, and it was noticed he appeared depressed and apparently in a deep study.

He was clearly a trespasser on the track. Whether in his troubled state of mind he did not hear the whistles and bell, or purposely put himself in a position to be killed, we are unable to say. Every effort was made by the trainmen to prevent the accident, and we cannot see that the railroad was in any way to blame.

THOMAS COGSWELL,

For the Board.

DEATH OF JOHN SHEA.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 2, 1892.

Investigation at Concord, May 28, 1892.

Witnesses: Gustavus Johnson, James M. Rush, William Burke, and David W. Lynch.

John Shea, of Manchester, who was employed as a freight handler in the depot in that city, was fatally injured by being run over by freight cars at about 6 o'clock P. M., May 12, 1892, and died twenty minutes later. There is no doubt about the facts in this case. It was the habit of Mr. Shea, and others who were employed to move packages of freight in the depot, when they had leisure, to climb upon freight cars, that were being run up and down the track in the making up of trains, for the purpose of enjoying short rides. Their duties did not require them to do anything of the kind, indeed they had no more right to be upon or about the moving cars and locomotives than people who have no connection with railroad business, but being employes they took the privilege of riding for pleasure when they had no freight to handle in the depot.

At the time of the accident Gustavus Johnson, William Burke, and Mr. Shea, all of whom were freight handlers, having no work to do, had got upon some freight cars that were being slowly moved down the track, to ride. Johnson and Burke were upon the top of box cars and Shea, who had at first stepped into a car, was attempting to climb to its top upon the ladder attached to it. While trying to do this he slipped, fell between the cars upon the rail and was run over by one pair of trucks, the train being stopped almost as soon as he fell.

No blame whatever can be attached to any of the trainmen, who were doing their duty with all possible care, and the death of Mr. Shea can only be ascribed to his own carelessness in going for pleasure into a place of danger, where no one having authority had asked or invited him to go and where he had no right to go.

It should be said, however, in this connection, that this and other similar accidents impose upon those having the power, an obligation to make and rigidly enforce a rule strictly prohibiting yard and station men from riding upon cars and locomotives with which they have nothing to do in the discharge of their duties.

H. M. PUTNEY,

For the Board.

DEATH OF MICHAEL DALEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 2, 1892.

Investigation at Concord, May 28, 1892.

Witnesses: William Corbett, conductor, Bellows Falls, Vt.; James Hayes, yardmaster, Keene.

This fatal accident occurred upon the Fitchburg Railroad, in the yard at Keene, at about 4.20 o'clock in the afternoon of May 14, 1892. The train which run over and killed Mr. Daley, was a local freight train and was running from Fitchburg to Bellows Falls. When the train reached Keene, the conductor, Mr. Corbett, was notified that there were two tramps stopping about the yard who were intending to steal a ride to Bellows Falls. After the train had been made up at Keene and was ready to start, Mr. Corbett went along by the side of it to the rear car. He heard a noise and looking into it saw two men. He at once told them to get out, which they did and kept out of sight until the train finally started for Bellows Falls. Daley then made an attempt to board the train by running along and trying to catch hold of the ladder between the cars, and in so doing made a misstep and fell under the train. As soon as he was discovered the train was stopped; Mr. Hayes, the yardmaster, and Daley's companion picked him up. He lived only a few minutes after the accident.

Both of the tramps were under the influence of liquor and had that morning come out of the jail in Keene, as was reported.

They were both trespassers and attempted to board the train when it was in motion. No one, as appeared from the testimony, was in any way responsible for the accident.

B. F. PRESCOTT,
For the Board.

DEATH OF JOSEPH C. BARTLETT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June, 1892.

Investigation at Portsmouth, May 24, 1892.

Witnesses: Edward A. Smith, Jr., conductor, Reading, Mass.; James D. Higgins, engineer; and Frank Ames, fireman, of Somerville, Mass.

Joseph C. Bartlett, who resided upon his farm in Lee, was struck by the locomotive of the Boston & Maine passenger train No. 7, while driving over the highway crossing about half a mile west of the station in Durham, at about 10 o'clock in the forenoon of May 10, 1892, and instantly killed. The train was running east from Boston, was a little late that morning, and at the time of the accident was making about thirty-five miles an hour. The whistle was blown as usual about 1,600 feet from the crossing and the fireman rang the bell. When the locomotive reached a point fifty or sixty feet from the crossing, the fireman saw Mr. Bartlett, driving leisurely towards the track, apparently unconscious of the approach of the train. He at once shouted to the engineer, who gave the danger signal, and Mr. Bartlett lifted his head, rose in his wagon, and urged his horse forward, expecting undoubtedly to cross before the locomotive. The horse reached the opposite side of the track, but the wagon was struck and wrecked, and its occupant thrown to the ground and killed. Mr. Bartlett was an old man who had lived in the vicinity many years and was thoroughly familiar with the locality and the trains. His horse was manageable and the evidence is, that he could have stopped in a place of safety after he heard the danger signal if he had tried, but he was probably so engrossed in thought that he did not take notice of how near he was to the railroad until the whistle sounded, and that that so startled him that he failed to realize how fast the train was running and supposed he had ample time in which to cross in front of it if he urged his horse to a faster pace. We cannot see that any trainman failed in any way to do his whole duty.

The crossing runs diagonally over the track and is a blind one, owing to an elevation in the land in the angle formed by the highway and the track, and some small trees which grow there. It is the opinion that considerable improvement could be made by removing these trees, and if that be so it should be done at once, in accordance with the provisions of the Public Statutes of the State.

H. M. PUTNEY,
For the Board.

DEATH OF MRS. ELLEN DOWNING.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June, 1892.

Investigation at Portsmouth, May 24, 1892.

Witnesses: John H. Cannavan, conductor, Dover; Edward S. Clark, engineer; and George W. Goodrich, fireman, Alton Bay.

May 15, 1892, about 6.05 A. M., when passenger train No. 410 on the Northern division of the Boston & Maine Railroad, was within about one eighth of a mile from Gonic station the engineer saw a woman, in a stooping position inside the rails of the track. She moved from that position and commenced to walk towards the train. Before the woman was seen by the engineer he had shut off steam as he usually did when approaching this station. The train was going about twenty or twenty-five miles per hour. After the engineer first saw Mrs. Downing, she stepped off from the track and he supposed that she would keep off. When within three hundred and fifty feet, or thereabouts, Mrs. Downing by some means fell across the track, and the engineer immediately applied the brake, reversed the engine, and sounded the whistle.

When she fell, she came to a sitting position, and as the engine passed she was still in that position. When the train stopped the body was found between the second and third car, the head being completely severed from the body.

Mrs. Downing resided between Rochester and Gonic. She was on her way to take the cars at Gonic station, intending to go to Dover. It seemed to be evident from all the testimony, that the engineer and trainmen did all that was possible to prevent the accident. Mrs. Downing was using the track unlawfully at the time of the accident. It will probably always remain a mystery just what happened to Mrs. Downing to cause her to fall as she did. It may have been a premeditated death, but in the absence of any testimony bearing upon that point, we are inclined to the opinion that she was laboring under some physical disability or infirmity.

THOMAS COGSWELL,

For the Board.

DEATH OF FRED BENNETT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 28, 1892.

Investigation at Concord, June 25, 1892.

Witnesses: Myron P. Browley, conductor on train No. 9, Andrew F. Swett, brakeman on train No. 9, Harry S. Heath, passenger on train No. 9, all of Plymouth; John M. Buckley, engineer on train No. 61, and George W. Bailey, fireman on train No. 61, of Woodsville; Albert S. Hawkins, employé, New Hampton; Frank N. Keyser, brakeman on train No. 61, Woodsville; Rodney E. Smythe, passenger on train No. 9, Plymouth.

Counsel: for the railroad corporation, Fellows & Page; for the relatives, S. W. Rollins, of Meredith.

Fred Bennett, a man of dissolute habits who resided in Meredith, while lying across the track of the Concord & Montreal Railroad, a short distance above the station in that town, was run over and instantly killed, at 11.10 o'clock in the forenoon of June 11, 1892. Mr. Bennett had been employed by Albert S. Hawkins, a master mason of the Concord & Montreal road, and on the evening of the day of the accident Mr. Hawkins, who was at Lakeport, found him there partially intoxicated and induced him to take the "Cannon Ball" train for home. The two entered the baggage car and Bennett sat upon a settee. When they reached the Weirs he went out to the platform to get off, but Hawkins told him that was not the place he wished to stop at and he returned. At Meredith he left the car and went out upon the station platform, but just as the train started he caught hold of the railing upon a car and attempted to get aboard again. The trainmen who were upon the car platform caught him by the arm, preventing him from falling between the cars, and helped him upon the platform. Mr. Hawkins asked him what he had come back for, and he said something about going to Woodsville; but he was told that he lived at Meredith and should leave the train there and go home, to which he assented. The conductor then brought the train to a stop the second time, and helped Bennett off at a point three hundred and fifty feet above the ladies' room in the station, and upon the opposite side of the track from the station because it was much better walking there than upon the station side. As he stepped upon the ground the conductor said, "Look out for the cars, Fred, there are three on the side track." He stumbled somewhat as

he started to walk down the track, but recovered himself and was apparently making his way safely when the train started again and proceeded to its destination. This was a few minutes past 9 o'clock in the evening. Two hours later when the next train going north had passed Meredith, the engineer saw lying across the track an object which proved to be Bennett, and before the locomotive could be stopped it had passed over the man crushing him to death. This was at a point 1,550 feet above the station, and 1,200 feet from the place where Bennett had been helped from the "Cannon Ball" two hours before, and where his dinner pail was found. So far as is known, he was not seen after the train on which he went from Lakeport left him, until the engineer discovered him lying across the rail, but as he had traveled only 1,200 feet during the two hours that intervened between these times, it is to be supposed that instead of going over the railroad and taking the highway to his home, as he would have done if he had been sober, he staggered up the track, dropping his dinner pail as he went, and growing more intoxicated sank down upon the rail and fell into a stupor from which he had not recovered when he was struck by the locomotive.

In considering the responsibility for this accident two questions arise:

1. Did the engineer of the locomotive which killed Bennett exercise proper vigilance and promptness? It is contended by the counsel for the heirs of Mr. Bennett, that if the engineer had been as watchful as he should have been, the headlight would have enabled him to see the man upon the track in season to have stopped the train before it reached him. There is no evidence to this effect. The testimony is all to the contrary. Whether he saw the body at the earliest possible second is not perhaps determined, but it is clear that he could not have stopped so as to have prevented the accident if he had, and our conclusion is that he was in no way at fault.

2. Was the conductor of the first train justified in stopping it after it had started from Meredith and putting, or helping Mr. Bennett from it at the point where he was left, and if so, was proper care used in putting him off on the opposite side from the depot and his home, and leaving him there? Mr. Bennett was undoubtedly much intoxicated but was able to walk without assistance from the baggage car at Meredith, and the testimony leads us to think that his brain was more affected than his legs, and that he was not as sober as he appeared to be. He was riding upon an employé's pass which read, "From station to station," and in a legal sense had a right to go by Meredith to Woodville, or any other station upon the road, but the trainmen and Mr. Hawkins knew that he belonged in Meredith,—

that there was no reason why he should go beyond, and that if he had been sober he would not have gotten upon the train a second time, as it was leaving that station.

Under these circumstances they cannot be blamed for stopping the train and persuading him to leave it; and it was certainly the part of prudence to put him off upon the side opposite the station which was three hundred and fifty feet below, if he was to be left at that point, because the traveling is much better upon that side than upon the other. The question whether, after it was decided to leave him at Meredith, the train should have been run back to the station, or held at a standstill until some one had led him back and started him on the road to his home, depends upon how drunk he appeared to be; for if he was but slightly intoxicated it was fair to suppose that he could take care of himself and would do so, while if he was very drunk he was incapable of finding his way back to the station and the highway, and he should not have been left to fall asleep upon the track and be killed as he was. In this as in other similar cases in which drunken men are killed upon railroads, we are bound to give trainmen who have to deal with them the benefit of all reasonable doubts and assume that they exercise good judgment and such care as can properly be demanded of them until the contrary has been proved, which has not been done in this instance, and we therefore cannot find the conductor or brakeman guilty of negligence or carelessness.

Mr. Bennett lost his life because he got drunk and the only other persons who are clearly responsible in the matter are those who sold him the liquor which stupefied him.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN H. DURGIN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 26, 1892.

Witnesses: Dudley D. Hardy, locomotive engineer, and Curtis J. Keyes, locomotive fireman, both of Nashua.

This fatal accident occurred on the Worcester, Nashua & Portland division of the Boston & Maine Railroad, at Lee, on the twelfth day of July, 1892, at a few minutes past 3 o'clock in the afternoon. The highway crossing at which Mr. Durgin was killed, was about two

miles east of the Lee station. The testimony did not describe the crossing as blind or obscure. The train, consisting of four cars, was running from Rochester to Nashua. The whistle was sounded for the crossing in the usual manner and at the usual place, and the bell was rung by the fireman until the highway was passed. As soon as the engineer came in sight of the highway he saw Mr. Durgin approaching, and just before he reached the railroad, he gave a look at the train and started to run. It was thought by the engineer that he had succeeded in getting across, but the fireman saw that he was struck by the locomotive and thrown outside of the rail. The train was stopped as quickly as possible and backed to the scene of the accident. Mr. Durgin was found dead near the track. He was left in charge of two men, one of whom was a Mr. Lane, his brother-in-law who lived near by, and for whom Mr. Durgin was at work in haying. He was probably going to the hay field, where Mr. Lane was at work, when the accident occurred. No reason was given and no one could account for the attempt to cross the track when he saw the train approaching. He probably thought, as many have, that he had time to cross, but did not calculate the speed of the train or consider the risk attending the attempt.

It would seem that no one was responsible for his death except himself as there was no occasion to run such a risk and thus imperil his life.

B. F. PRESCOTT,
For the Board.

DEATH OF FRED DELANEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August, 1892.

Investigation at Portsmouth, August 26, 1892.

Witnesses: Frederick W. Hanson, freight conductor, Beverly, Mass.; Benjamin L. Pettengill, rear brakeman, Chelsea, Mass.; George N. Hilton, middle brakeman, Lynn, Mass.; George A. Silsby, conductor on passenger train, Somerville, Mass.; George P. Sargent, brakeman on passenger train, Lynn, Mass.; C. P. Akerman, station agent, Hampton Falls.

On the twenty-second day of August, 1892, Fred Delaney, a brakeman on freight train No. 249, at about 7.15 p. m., met with a fatal

accident on the Eastern division of the Boston & Maine Railroad, between Seabrook and Hampton Falls.

Delaney had been in the employ of said railroad for some eight or nine months. It was a part of his duty to open the train across the highway at Seabrook. He performed that duty on the night of the accident, and gave the motion for the train to proceed. When the train started he, without doubt, got upon the cars, and walked along towards the front of the train. That was his custom. The train consisted of thirty-one cars.

When the train arrived in Portsmouth the conductor missed him, and telegraphed to Hampton Falls, to the conductor of the passenger train that leaves Boston at 7 o'clock p. m., that Delaney was missing and for him to keep a lookout for him. When this train was within about six hundred and fifty feet of Hampton Falls station, the body of Delaney was discovered beside the track and near a culvert; when found he was two or three feet from the track, one side of his head was crushed and his neck was apparently broken.

He was placed on the train and carried to Portsmouth. There was no bridge between the place where he was last seen alive and where he was found, and only a slight grade.

Delaney was thirty-two years of age, and all the evidence showed that he was a sober, industrious man, and well acquainted with his duties.

He evidently made a misstep, or in some way was thrown from the train. There was no evidence that anyone was at fault. It being one of those accidents that frequently happen without any exact knowledge of the reason, and without blame attaching to anybody.

THOMAS COGSWELL,

For the Board.

DEATH OF ROBERT TUNSTALL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 15, 1892.

Investigation at Keene, September 13, 1892.

Witnesses: Charles M. Smith, engineer, Springfield, Mass.; William E. Patnell, brakeman, Springfield, Mass.; Wright Wood, Winchester, and Julius S. Howard, station agent, Ashuelot.

On the twenty-fifth day of June, 1892, at 1 o'clock in the afternoon, Robert Tunstall, a citizen of the village of Ashuelot, in the town of

Winchester, was run over and instantly killed, on the Ashuelot Railroad, which is operated by the Connecticut River Railroad. The testimony in the case is as follows: Mr. Tunstall was about seventy-two years old and very deaf. He cultivated a piece of land near the railroad and nearly a half mile from the station. Instead of taking the highway, which runs parallel to the railroad, he took the railroad and was walking upon it in a northerly direction to this land. A construction train of nine platform cars was backing in the same direction in which he was walking. A brakeman was standing on the car, the furthest from the locomotive, in order to see if anything was upon the track, and in rounding a curve discovered a man walking. He shouted to the full extent of his voice, and signaled the engineer to give the alarm whistle, which he did, and the fireman rang the bell. Mr. Tunstall gave no heed and was hit and run over by the train before it could be stopped.

Mr. Tunstall had been cautioned by his family not to walk upon the track, but he did not heed the caution and thus lost his life. This is another of the many instances where people walk upon railroads and subject themselves to great danger, when they can go in a highway equally as well and avoid all danger. It would seem that frequent accidents of this nature would cause people to abstain from traveling upon the railroads, where their lives are constantly in peril, but such does not seem to be the fact.

B. F. PRESCOTT,
For the Board.

DEATH OF MRS. E. F. FARR.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 17, 1892.

Investigation at Keene, September 13, 1892.

Witnesses: Joseph F. Tyter, conductor, and L. J. Bardwin, engineer, both of Fitchburg, Mass.

Mrs. E. F. Farr was instantly killed on the Fitchburg Railroad, near Troy, on the ninth day of August, 1892, at 2.37 p. m., under the following circumstances: Mrs. Farr and her husband were returning to their home from picking berries. When near their house, they went upon the railroad track, and entered a bridge, boarded up on the sides. When in the middle way of the bridge, which is about forty feet long and just west of a considerable curve, the train approached running about twenty miles an hour. The engineer dis-

covered them and rung the bell, blew the whistle, and applied the brakes. The train was so near that it could not be stopped in season. Mrs. Farr was struck by the signal light, on her temple, and fell through the bridge to the river below. Mr. Farr got off the bridge. It was in evidence that Farr attempted to pull his wife along, but she was probably overcome by fright and made no effort to escape. The highway leading to the house of Mr. Farr was close by, and the distance saved by taking the track instead of the highway was but a few rods. She was a trespasser upon the track. The railroad employes did all in their power to prevent this accident. It was due solely to the pernicious habit that many people have of using the railroad track for their convenience without right. It would seem that people would learn wisdom, especially in the light of so many fatal accidents continually occurring from this cause in New Hampshire.

THOMAS COGSWELL,
For the Board.

DEATH OF W. H. HARDY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 20, 1892.

Investigation at Concord, September 17, 1892.

A. F. Burbank, of Suncook, appeared for deceased's friends and J. W. Fellows appeared for the railroad.

Witnesses: Thomas C. Burke, conductor; E. H. Cheney, brakeman; James B. Colby, engineer; Fred A. Ramsey, fireman; all of Concord.

A highway in the city of Concord, not far from the Hopkinton line, crosses the Concord & Claremont Railroad upon an overhead bridge known as Horse Hill bridge. About half a mile above this bridge is Carpenter's siding and a little further up the Mast Yard siding and flag station.

It is the custom when north bound freight trains contain cars that are to be set upon either of these sidings, to arrange them in the rear of the train and then uncouple them near the bridge, and, by throwing the switches let them run in upon the sidings after the locomotive and other cars have passed. The bridge is protected by tell-tales of the regulation pattern. On the morning of ——— the mixed train left Concord and run to Horse hill as usual. When it

was nearly a mile below the bridge, W. H. Hardy, one of the brakemen was upon the locomotive and told the engineer, James B. Colby, that they had two cars to set out at Carpenter's and two others at the Mast Yard, and that he would go back and cut off the two going to Carpenter's from the rest of the train. He then started back over the tender, climbed upon the first car which was an ordinary Boston & Maine box car, and rose up between the tell-tales and the bridge just in season to be struck upon the back of the head by the bridge timbers, and hurled down upon the top of the car.

The engineer who had watched him all the time after he left the locomotive, hastened to Mr. Hardy's assistance, but on reaching the place where he lay upon the top of the car, found him dead. He had been instantly killed. The train was running about fifteen miles an hour; the tell-tales were in good order. The trainmen were all at their posts and attentive to their duties. Mr. Hardy was in the discharge of his ordinary duty. He had worked as a brakeman upon that road at that time, about five weeks, and was familiar with the bridge. It was somewhat foggy that morning, but the engineer testifies that he could see the bridge clearly from the point where Hardy left him, and Hardy could have undoubtedly done so had he been facing in that direction. He was probably so intent upon his work that he forgot, for the time, that the bridge was there, or miscalculated the distance it was from him. None of his fellow workmen were in any way at fault. The Horse Hill bridge is a wooden structure, resting upon stone abutments about fifteen feet apart; its height above the rails of the railroad, varies from fourteen feet, five and three fourths inches, to fourteen feet, ten inches, or very little more than the height of some of the cars that are run under it. It is the most dangerous one in this State. Not only because it is very low, but because it is so located that brakemen are constantly climbing upon cars when near it in order to uncouple cars for the sidings above. Three faithful and competent trainmen have been killed by coming in contact with it within a few years, and many others have barely escaped death in the same way. It can be raised four or five feet without destroying the highway, and if the proper amount of filling is done, without greatly increasing the grade upon either side. We have no hesitation in saying that this should be done, and if it were within the province of the Board to order it done we should do that. This, however, we may not do.

The law applicable to this case reads as follows :

"CHANGES IN HIGHWAYS TO AVOID GRADE CROSSINGS, ETC.

"SECTION 13. The board of railroad commissioners, upon petition of the proprietors of a railroad, after notice and hearing, may authorize such proprietors to raise or lower a highway or other way where it is crossed by a railroad, for the purpose of having it pass above or below the railroad, or for the purpose of further separating the grades of the two roads; and the proprietors may thereupon make the changes so authorized.

"SECT. 14. The board, upon like proceedings, may authorize the proprietors of a railroad to change the location of a highway or other way for the purpose of avoiding or improving a crossing of the highway by the railroad, or of enabling them to properly construct their railroad; and the proprietors, whenever so authorized, may make such changes.

"SECT. 15. A town may, by vote, require the proprietors of a railroad to raise or lower a highway where it is crossed by their railroad, so that it will be sufficiently above or below the railroad to safely accommodate the travel upon both, or to erect and maintain gates across the highway, by the sides of the railroad, or to station a flagman there.

"SECT. 16. If the proprietors shall not comply with such vote to the satisfaction of the selectmen of the town within six months after receiving a copy of it, they shall forfeit one hundred dollars for each month's neglect, unless they shall make application to the board of railroad commissioners as provided in the following section.

"SECT. 17. They may, within sixty days after receiving a copy of the vote, apply by petition to the board of railroad commissioners for an examination of the crossing and a decision of the question whether the public good requires the change proposed, or any other change, to be made; and the commissioners, after notice and hearing, and after examining the crossing, shall make such order in respect thereto as they adjudge the public good requires; and if the proprietors do not comply with such order, they may be fined not exceeding one thousand dollars.

"SECT. 18. The proprietors may take and hold such land or rights in land as may be necessary to enable them to make changes in highways as authorized or required by this chapter, by filing a location thereof, as provided for filing the location of a railroad; and the parties shall have like remedies for a change of location and for the appraisal of damages in such case."

As will be seen it rests with the city of Concord to determine whether this death trap shall continue to claim its victims as it has

done, and if the city neglects to interfere, with the railroad to institute proceedings which will enable us to authorize it to protect its employes at this point. Until this is done, we are powerless except to express as emphatically as we can our opinion that the small inconvenience which would be caused travelers of the highway by the raising of this and most other bridges of its class so that a brakeman can stand upon a freight car and ride under them in safety, should not be weighed against the necessity of saving the lives and limbs of trainmen.

H. M. PUTNEY,
For the Board.

DEATH OF JAMES M. BIRCHER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 20, 1892.

Investigation at Concord, September 17, 1892.

Messrs. Bingham & Mitchell appeared for the family and J. W. Fellows for the railroad.

Witnesses: John O'Neil, yard conductor; Willard M. Gross, fireman; James J. Sullivan, engineer; William Maston, freight conductor, all of Concord.

This fatal accident occurred in the yard of the Concord division of the Boston & Maine Railroad, in Concord, on the tenth day of August, 1892, at about 9 o'clock in the evening. The circumstances under which the accident occurred, as given by the witnesses at the hearing, is substantially as follows: The regular occupation of Mr. Bircher was that of a brakeman, but on the night of the accident he was acting as switchman in the yard above named. At that time there was no one regularly employed to throw the switches near the place where the accident occurred, which was north of Ferry street crossing. Mr. Bircher and others volunteered to do this work, for by so doing they got in more time and received more pay. This duty was not required of Mr. Bircher by the corporation. This was not the first time he had acted in this capacity, but had worked there several nights before. A freight train was being made up and a part of it, consisting of five flat and two box cars, was to be set off on what is termed the hill, on the Claremont branch. John O'Neil, the yard conductor, and Bircher put their lanterns upon one of the flat cars and jumped on near each other. Mr. O'Neil sat down, while Bircher

took his lantern and walked on the car towards the rear end. The train was running about five miles an hour. A shout or scream was heard, and a motion was at once given for the train to stop. It is thought that he made a misstep and fell, and that three cars passed over him. He was not instantly killed, and in reply to a question said he "walked off the car." He was carried to the station and from there to the hospital, where he died at about 3 o'clock in the morning.

Bircher was also seen by others standing on the car before his scream was heard, and he also spoke as he passed them. It was thought by one witness that he was getting down between the cars in order to get off to set the switch when he made the misstep. It had been a common practice for brakemen to act as switchmen when they were off regular duty, in order to get in more time. The evidence at the hearing was to the effect that this train was handled in the regular manner and was going slowly when Mr. Bircher fell from it, and no one employed on it could be held in any way responsible.

B. F. PRESCOTT,

For the Board.

DEATH OF W. W. LUSCOMB.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 22, 1892.

Investigation at Portsmouth, September 22, 1892.

Witnesses: Mrs. D. O. Hall, Mrs. H. V. Fairfield, and Jacob H. Twombly, all residents of Dover; E. W. Gardner, conductor, North Berwick, Me.; H. W. Carson, brakeman, Boston, Mass.

W. W. Luscomb, a brakeman on the Western division of the Boston & Maine Railroad, was instantly killed at Dover, at about 12.35 o'clock p. m. September 7, 1892, freight train No. 11 was running east through the city of Dover. It was going at the ordinary rate of speed. Mr. Luscomb was seen walking on a platform car on which there were a boiler and some castings. He was seen by one witness to trip and almost fall. This witness was standing in his hotel which is very near the railroad. Mr. Luscomb was going back to pull a pin in order to make a change in the train. He was seen by a brakeman, H. W. Carson, who was riding on a brake head, just before he disappeared, and who also felt that his car had passed over something. It was at once discovered that Mr. Luscomb had fallen and that the train had run over him.

Although no one saw him fall, still the supposition is that he either tripped on some of the castings, or made a misstep when he attempted to go from one car to another. He had been in the employ of the road for several years and was a careful and faithful man.

He was a little over thirty years of age. He was rolled some distance under the train, but life was extinct when he was removed.

B. F. PRESCOTT,

For the Board.

DEATH OF DANIEL LANG.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 27, 1892.

Investigation at Portsmouth, September 22, 1892.

Witnesses: H. A. Beacham, baggage master, Wolfeborough Junction; W. G. Finley, book-keeper, Boston, Mass.; C. E. Randall, engineer, Wolfeborough; James Tucker, Wolfeborough Junction; C. A. Kidder, baggage master, Wolfeborough.

Daniel Lang, a brakeman on the Boston & Maine road, was killed at Wolfeborough Junction, September 16, 1892, by passenger train No. 34. It is customary when this train, which runs on the Wolfeborough branch, reaches the Junction, to unload the passengers and baggage, and then uncouple the cars from the locomotive and run them up over a switch upon a side track. On the day of the accident, Mr. Lang, instead of uncoupling the air brake between the cars and the tender, as he usually did before they began to move towards the switch, motioned the engineer to back up, and when the cars were moving four or five miles an hour he stepped with one foot upon the car step and the other upon the brake beam of the tender, and with his legs spread far apart bent forward to uncouple the hose. When he succeeded in doing this and the hose parted, he lost his balance, pitched in front of the moving tender, and was run over by it and the engine and instantly killed. Mr. Lang had suffered somewhat from an ailment of the heart, and the engineer thinks his fall may have been due to a sudden attack of this disease, but we find no evidence that this was the fact. The position he occupied, standing as he did upon the car step and the tender brake beam and leaning forward to uncouple a hose which was below the level of his feet, with nothing to hold on to or to prevent his falling, was a very dangerous one. So much so that it is inexplicable that any man should expect to occupy

it and escape alive. No reason can be given why Mr. Lang did not uncouple the hose before he motioned the train to back up, except that he wanted to save a few seconds in time. It was stated at the investigation that he had sometimes done this before, but not often. That he, or anyone else, ever did it without being killed is very remarkable. We are compelled to find that the fatality was due entirely to the imprudence and recklessness of the victim.

H. M. PUTNEY,
For the Board.

DEATH OF HENRY BREED.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September, 1892.

Investigation at Keene, September 13, 1892.

Witnesses: J. N. Bouvier, conductor extra train No. 237; C. C. Shattuck, engineer extra train No. 237, both of Bellows Falls, Vt.; George H. Lewis, fireman, Nashua.

Henry Breed, a brakeman upon the Fitchburg road, was so badly injured at Troy, at 12.40 o'clock p. m., August 1, that he died at the hospital in Keene, to which he was removed after the accident, about 7 o'clock that evening. Above the freight station in Troy there is a wharf built of logs, from which lumber and other heavy merchandise is loaded upon the cars. Its top is nearly level with the floor of an ordinary freight car, and the space between it and cars which stand upon the side track running from the freight house, is a narrow one. The train upon which Mr. Breed worked was a freight, bound west from Worcester. It contained a car which was to be left at Troy, and when it reached that place the conductor told his two brakemen to cut the car off from the head of the train and let it run down upon the side track by the wharf.

The head brakeman cut it off as ordered, threw over the switch, and Breed motioned to him to let it come down the track and he would catch it and control it. As it reached the place where he stood opposite the wharf, he caught hold of the car upon the side next the wharf and while attempting to climb to the top, came in contact with the logs of which the wharf was built, was thrown upon the track and run over by a car and the engine, receiving injuries of which he died.

He was a sober, faithful man, and was discharging his ordinary duties when he was injured. He was familiar with the road and knew the location of the wharf; but the fact that he attempted to

get upon the car on that side, instead of the other which was quite as accessible to him, points to the conclusion that he forgot temporarily that there was anything there that would make it dangerous for him to go up upon that side, and to this must be ascribed the accident.

His fellow trainmen were in no way at fault.

H. M. PUTNEY,
For the Board.

DEATH OF HARRY A. COLLINS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September, 1892.

On the thirteenth day of August, 1892, as freight train No. 13, on the Concord & Montreal Railroad, was backing in upon a side track a few rods north of the station at Groveton Junction, to set off some cars loaded with edgings, Harry A. Collins, a brakeman who was upon next to the rear car, having set up the brakes, stepped forward and placed his hands upon a corner of the car on which he was riding and a corner of the next one to swing himself off upon the ground. His right hand slipped, and he fell upon his face and threw up his head backwards, so that it was caught between the wheel and the jaw in which the journal runs. He was dragged about twenty rods and was dead when the train was stopped and he was taken out. The train was running very slowly and the engineer who saw him when he fell, instantly applied the brakes and came to a stop. The accident was witnessed by a number of persons, all of whom agree as to the facts and in the opinion that no one living could have prevented the accident.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN COOK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 3, 1892.

Investigation at Portsmouth, September 22, 1892.

Witnesses: Edmund I. Tucker, engineer, North Berwick; Herbert W. Bancroft, conductor, Reading; Fred F. Johnson, fireman, North Berwick; Michael Farley, section hand, and John Connor, section hand, both of Rollinsford.

John Cook, a section hand employed on the Western division of the Boston & Maine Railroad, was instantly killed near the station at Rollinsford, at 2.52 p. m., September 3, 1892, by being struck by engine No. 30 which was drawing passenger train No. 49. Mr. Cook was foreman of the section and had worked on the South Berwick section about thirty-five years, and was a faithful man and in the possession of all his faculties. The engineer testified as follows: "I was engineer upon this passenger train going from Exeter to North Berwick, and was near a place known as Rollins' bridge; there is a curve there and I also met No. 94 right on this curve by the bridge. They had just passed under the bridge about the same time as I did and the smoke from the two engines prevented my seeing Mr. Cook until I was within five hundred feet of him. When I saw him I immediately applied my brake and stopped as soon as I could. He was standing with his back towards me, with a pail in his hand and something in it; his head was bent and hat pulled down to keep the cinders out of his eyes. When I saw him he was standing perfectly still, — perhaps three hundred feet from the bridge, towards North Berwick."

It appeared that train No. 49 was some ten minutes late, and was running about forty miles an hour. The whistle was blown but Mr. Cook paid no attention.

Mr. Cook had been to a spring to get a pail of water. On his return from the spring he came down the track ahead of train No. 94, and to avoid that train, he stepped off on the outward track, ahead of No. 49, and was struck and killed as stated.

The other sectionmen tried to attract his attention by calling to him, and pointing back to the approaching train, but in the noise of the two passing trains he evidently did not hear. From his long service on this section he must have been familiar with the running of the trains.

We fail to see any carelessness on the part of any person connected with the railroad.

THOMAS COGSWELL,
For the Board.

DEATH OF JOHN CARMODY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 4, 1892.

Investigation at Manchester, September 30, 1892.

J. W. Fellows appeared for the railroad.

Witnesses: Frank J. Lull, signal tender; H. M. Davis, car clerk; H. L. House, assistant yardmaster, all of Manchester.

John Carmody, a boy thirteen years of age who lived with his parents in West Manchester, went, as was his usual custom, on the evening of June 28, 1892, to carry his father, who was employed as a night watchman in the roundhouse on the east side of the river in the Concord & Montreal yard, his supper. He left the roundhouse about 8 o'clock and instead of going directly up to Granite street, which led to his home, started to go across the tracks to the signal station, probably to talk to the men there, which he was in the habit of doing after delivering his father's supper at the roundhouse. Opposite the signal station the space between the rails is planked to make a walk upon which to go back and forth to the switches. When the boy reached the portion of this planking which is between the rails of the track known as "The Hole," his foot caught between a plank and a rail and he was unable to withdraw it. At that moment freight train No. 18, from Concord, which had been stopped at the Granite street crossing, was slowly drawing down upon "The Hole" track, the locomotive being within one hundred feet of the unfortunate boy. H. M. Davis, a car clerk who stood near by, at once seized the boy and attempted to pull him from the track. But after slipping into the space between the plank and the rail, which was little more than two inches in width, the foot had turned and the shoe upon it had caught under the iron so that it was impossible to extricate it.

Almost at the same instant, Frank J. Lull, a signal tender who was attending to his duties, saw the trouble and motioned the engineer to stop, and Mr. H. L. House, the assistant yardmaster, also attempted to stop the train; but the engineer who at once saw the signal and reversed his engine, was unable to bring it to a stop until it reached the boy, who was caught by the pilot and in spite of the efforts of Mr. Davis, who clung to him, was drawn under the wheels and crushed. After the train passed he was taken to the freight house and two physicians were summoned, but his injuries were fatal and he died two hours after the accident. All the yard men who testified

before the Board are agreed that the planking referred to is necessary and that it is properly laid. No accident has ever occurred upon it before. A man's foot cannot possibly be caught between it and the rail. The yard men and the engineer did all in their power to save the boy, and we cannot see that anyone connected with the corporation can be held responsible for his death. It may be said that if he had gone directly towards his home instead of turning aside to chat with the yard men he would not have been injured; but he only did what every boy and man feels at liberty to do when employed about a railroad yard, and in the present state of public opinion which insists upon considering railroad tracks and yards as public places to be used for highways or commons, we know of no method by which such accidents as this can be prevented.

H. M. PUTNEY,
For the Board.

DEATH OF MR. P. BLAKE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 18, 1892.

Investigation at Concord, November 15, 1892.

Witnesses: Charles Knight, conductor; John Pecoid, brakeman, both of Windsor, Vt.

A freight train upon the Sullivan County division of the Connecticut River Railroad reached North Walpole about 6.50 o'clock p. m., September 14, 1892. As it approached the yard it was cut in two and the forward section with the locomotive was switched over upon the east track while the rear section consisting of fourteen cars was allowed to run slowly down upon the east track. This rear section was brought to a stop near the highway crossing about a thousand feet below the switch and John Pecoid, the brakeman upon it, got off and was talking to some by-standers when he was informed by a person who had come down the track, that a man was lying between the rails a few rods back opposite the coal bin. It proved to be Mr. P. Blake, a resident of North Walpole, whose house was located upon the highway a few rods west of the railroad and nearly opposite the switch, or about seven hundred and forty feet north of the spot where he was found. He had eaten his supper at home about 6 o'clock and a few minutes after went out without telling his family where he was going. Nothing more was

seen of him until he was discovered between the rails, fatally injured, but he undoubtedly started down the track instead of taking the highway, and while walking along was run over by the cars. He was taken to his home and all possible assistance given him, but he died within an hour. The cars which passed over him could not have been running more than four miles an hour and Mr. Pecoid was riding upon the forward one with a lantern in his hand, but saw nothing of Blake and was not aware there had been an accident until he was informed by the man who found Mr. Blake, as stated.

There is a high board fence between the railroad and the highway which run parallel to each other all the distance from Blake's house to the crossing below, where he was injured, and no reason can be given why he should have taken the path of danger where he was a trespasser, instead of the public highway which was safe, except the almost universal disposition of people to walk upon the track regardless of consequences. He had been employed in the railroad yard and was familiar with the location and the running of trains there. The accident was due solely to his own carelessness.

H. M. PUTNEY,
For the Board.

DEATH OF CORNELIUS MURPHY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 23, 1892.

Investigation at Concord, November, 1892.

Witness: Frank W. Barton, brakeman, Newport.

Cornelius Murphy, a brakeman on freight train No. 75, Concord division of the Boston & Maine Railroad, was fatally injured at Pillsbury's switch in Canaan, November 8, 1892, at about 2.15 p. m. He was carried to the hospital at Concord and died the same night. It appeared that Murphy had been employed on this railroad about two weeks and that it was his first experience in railroading. At Pillsbury's switch four cars were to be set off, and a flying switch was being made. Murphy was on the forward car and pulled the pin, and the witness, Barton, cut loose the cars from the train. Murphy had set up the brakes on the forward car, but as the cars were slackening too rapidly he was instructed by Barton to let the brake off. This, Murphy tried to do, but for some reason could not. The witness then went forward and let the brake off, and returned to his

position on rear car. As he turned round he saw Murphy disappear over the front of the forward car. Barton immediately jumped from the train and found Murphy badly mangled, one leg being almost entirely severed, and the other shattered.

Every assistance was rendered Murphy, and a doctor accompanied him to Concord. No blame attaches to the railroad or its employes. This casualty was undoubtedly due to the lack of experience of the deceased.

THOMAS COGSWELL,
For the Board.

DEATH OF A. B. BURWELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 25, 1892.

Investigation at Portsmouth, November 21, 1892.

Witnesses: Charles A. Avery and William H. Busby, of Dover; Thomas More, brakeman on the Boston & Maine Railroad; Alfonso Rollins, engineer, Portland, Me.; Levi B. Goodwin, engineer.

This fatal accident occurred on the Eastern division of the Boston & Maine Railroad, near the station in the city of Dover, on the fourteenth day of October, 1892, at about 9.25 o'clock in the evening. His body was first discovered by Mr. More, a brakeman, who had been at the roundhouse on his way home for the night. Passenger train No. 71, from Boston via Portsmouth and Dover arrived at that time and was drawn by two locomotives. When Mr. Burwell was reached it was found that he was dead and his legs were severed from his body.

The proper officers were notified and as soon as possible he was taken to his home. Mr. Burwell was a respected citizen of Dover, and was in business there. He was seen the same evening before the accident by two gentlemen, who knew him well, walking upon the streets of Dover, and they had some talk with him, during which they noticed a peculiarity in his talk and in his walk; sometimes he went quite fast and then he would walk upon his heels or only scuff along, and seemed to be absent-minded. Mr. Burwell was a gentleman of good habits, but it is thought in some way in crossing the track he fell, either by accident, or from apoplexy or paralysis, and was across the track when this train approached and run over him. Neither of the engineers knew they had run over anyone and were not informed of it until the next day in Portland.

Mr. Burwell had been indisposed during the day and had been in his house most of the time. His family were away and it is thought he went to the post-office as he was expecting a letter from them, and where he was found was the course he would take in going to the office.

It did not appear from the witnesses that anyone was to blame for the accident for no one knew of it until he was found upon the track in a mutilated condition.

B. F. PRESCOTT,
For the Board.

DEATH OF CLARENCE B. MORGAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 25, 1892.

Investigation at Concord, November 22, 1892.

Witness: E. B. Huse, coroner for Grafton county, Enfield.

On the twelfth day of August, 1892, at about 11.30 o'clock P. M., Clarence B. Morgan was run over and instantly killed by a freight train near West Canaan depot on the Concord division of the Boston & Maine Railroad. Mr. Morgan was the son of Mrs. J. B. Morgan, and lived near where he was killed. He had been ill for some time and showed evident signs of insanity for several days. He refused to take medicine which a physician had prescribed. He retired in the evening, but arose at about 11 o'clock apparently in great distress, and went to call a relative who was up stairs, and suddenly unlocking the front door, he rushed out of the house into a field, with nothing on but his night clothes. Neighbors were at once summoned and made an effort to find him, but failed in their attempt. He was finally found upon the railroad track and afterwards carried to his home. Every indication showed that he went to the track and placed himself between the rails with his feet towards the approaching train. His legs were not broken, but he received other injuries which instantly killed him.

A coroner was summoned but he did not make an inquest, as it was entirely evident how his death occurred. No blame can be attached to anyone for this accident and it seems to be an evident case of suicide.

B. F. PRESCOTT,
For the Board.

DEATH OF LEWIS CORNELLIER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 25, 1892.

Investigation at Manchester, November 21, 1892.

J. W. Fellows appeared for the railroad.

Witnesses: Peabody K. Gould, baggage master at Manchester depot; Joseph B. Lyons, conductor No. 146, and Charles A. Hoyt, engineer No. 146, both of Manchester.

Lewis Cornellier, a deaf and dumb man, was struck and instantly killed by a locomotive upon the Concord & Portsmouth Railroad near Pine street in Manchester, about 1.25 o'clock p. m., August 19, 1892.

During the summer season what is known as "The Pond Train," runs at frequent intervals between the station in Manchester and Severance's beach upon Lake Massabesic, a distance of about five miles. As there is no turn table at "Severance's" the locomotive is backed out with the train behind it and then is switched around the train which it hauls into the city head first. On the day of this accident the locomotive was backing out as usual, pushing the tender and hauling three or four cars that constituted the train. Mr. Cornellier, who had been to Flint & Day's sash and blind factory for some purpose, went out upon a side track leading from the yard of this factory, followed it down to the main track, going towards the city, and had just reached the middle of it when he was struck by the tender and thrown many feet into the air.

Some by-standers who saw him, went at once to his assistance but found him dead.

As stated, Mr. Cornellier was deaf and dumb, but why he did not see the train which was running towards him, in full view and directly in front of him, can only be surmised. None of the trainmen saw the man upon the track or knew when he was struck. The engineer, Charles A. Hoyt, testifies that although the tender was in front of him, he could ordinarily see over it anything upon the track, and the only reason he can give why he did not see Mr. Cornellier, is that he might have turned around at that moment to look at the engine and that there was a car standing upon a side track south of the main track, which somewhat shut off his view.

Peabody K. Gould, a baggage master, employed in the Manchester station, was riding out upon this train as a passenger. He stood

upon the platform at the front end of the forward car leaning upon the brake head, and saw the injured man as he fell beside the track. He at once reached for the bell cord but found it was not hitched to the locomotive, and then went back and found John O'Dowd, a brakeman, and Joseph B. Lyons, the conductor, and told them that they had struck a man. This was probably when the train was about half-way from Pine street to Hallsville. Mr. Lyons did nothing until he reached Hallsville, where the usual stop was made, when he went forward, talked the matter over with the engineer, and found shreds of flesh upon the tender. He and the engineer decided not to return and look after the man who had been hit, but to proceed to Severance's as if nothing had happened, and when they got back to look out for a dead or wounded man near Pine street, which they did. They found the remains of the victim in charge of a policeman, who had been summoned from the city, and seeing that they were being cared for proceeded with their train to the passenger station.

Mr. Lyons says he did not attempt to stop when told he had hit a man, because there were no power brakes upon the train and he knew a stop could not be made much before reaching Hallsville; and he also says, or admits upon cross examination, that he did not really think they had struck anybody, because a few days before a man and a wheelbarrow had tumbled down the bank without being hit, and he thought something of the same kind had happened then. The excuse given by the conductor and engineer for not going back from Hallsville, to find the man, is that they both thought upon the spur of the moment that they could go to Severance's and return about as quickly as they could flag their train back to Pine street.

The schedule time of the run from Manchester station to Severance's and return, is thirty minutes, and from the point where Cornellier was killed, to Severance's and return, twenty-four or twenty-five minutes.

The material facts then in this case are these: A locomotive that is backing out with a passenger train behind it, through the suburbs of the city about noon on a clear day, pushes its tender upon a trespasser on the track and kills him. None of the trainmen see the man or know of the accident until informed by a passenger, who is unable to signal for a stop because there is no bell cord in working order.

No attempt is made by the conductor to stop the train until the next station is reached, and then he and the engineer conclude to make a round trip to a pleasure resort nearly four miles away, before going back to ascertain the extent and character of the victim's injuries; and if he had not been found by others he would have lain beside the track twenty-four or twenty-five minutes before anyone

attempted to assist him. Mr. Cornellier was upon the track without right; being deaf and dumb, and as it appears, having his eyes turned to the ground he would probably have been killed by any train passing at that time, however vigilant the trainmen and how-ever perfect the train appointments. His death was due to his own folly, but this does not excuse others. In our judgment it is a mis-take to run trains as this Pond train was run, with a tender in front of an engine, especially through a city where crossings are numerous, and people are constantly upon or beside the track. No train is properly equipped for such a service without power brakes; and it is gross negligence to send one out with no bell cord in working order.

The conduct of Messrs. Lyons and Hoyt, in leaving a dying man almost half an hour by the roadside while they made their regular round trip, deserves to be severely condemned. Whether it was due, as they say, to an error of judgment, or lack of humanity, or a dispo-sition to avoid all the work and trouble possible, it cannot be justified and should not be readily excused.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN PRESS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 25, 1892.

Investigation at Manchester, November 22, 1892.

J. W. Fellows appeared for the railroad.

Witnesses: Joseph B. Lyons, assistant conductor; John Naven, a companion; Arthur Mara, a companion, all of Manchester; Warren H. Ring, conductor; George Corey, forward brakeman; Simeon B. Rowell, baggage master.

This fatal accident occurred near Hallsville, in Manchester, on the Concord & Portsmouth branch of the Concord & Montreal Railroad, on Sunday evening, July 24, 1892, at about 7 o'clock. The train consisted of seven cars and was heavily loaded with passengers who had been to Massabesic lake during the day on an excursion. It was the last train that evening to Manchester from this point. Press and his companions boarded the train about in the centre and stood upon the platform of the forward end of the car, as was stated in the evidence, because many were standing inside the car as they stated. When the train was approaching Hallsville, it was running quite fast, as it

is down grade there. The evidence given by the companions of Press was, that he was standing on the first or second step of the car, and that his hat, either by the wind or some other cause, fell off, and in attempting to save it he lost his balance and fell. The ground where he struck inclined towards the track and the probabilities are, that he rolled back and got under the wheels which passed over one of his legs, badly crushing it, and bruising his head considerably. As soon as the information could be given to the conductor the train was stopped and backed to the point where Mr. Press fell. He was found near the rail, and at the time, asked for a hack, but did not say anything further. He was put into the baggage car and at the station was put into the care of Dr. Robinson, who had been notified. Press was about nineteen years of age and a young man of good habits. He lived about three days. The danger in riding upon the platforms of cars is very great, and accidents are frequent to those doing it, but it is very difficult for trainmen to enforce the rule on heavily loaded excursion trains, where the distance, as in this case, is so short, and all the time is required in taking up the tickets and collecting fares from those who have no tickets. No one seems to be responsible for this accident and it could not have occurred, if young Press had not voluntarily taken this dangerous position on the car.

B. F. PRESCOTT,

For the Board.

DEATH OF E. BOMBARD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 30, 1892.

Investigation at Concord, November 28, 1892.

J. W. Fellows appeared for the railroad; Messrs. Sargent & French appeared for the friends of Mr. Bombard.

Witnesses: Howard B. Pace and Albert P. Corliss, of Nashua; William N. Finley, Hudson; James J. Sullivan and W. L. Davis, of Concord.

E. Bombard, conductor of freight train No. 13, on the Concord & Montreal Railroad, was fatally injured in the yard opposite the passenger station in Concord, at 11.30 o'clock P. M., October 24, 1892. On the arrival of his train from the south he sent it to the upper end of the yard to deliver some cars to the Northern road, and leaving his buggy went over to the telegraph office in the passenger sta-

tion. A few minutes later he started in company with his rear brakeman, William H. Finley, to go across the first track that runs outside of, and parallel to the station, in order to get upon a Northern engine which was hauling a train slowly down upon the second track, and ride to the lower end of the yard where he wished to get the number of a coal car. He undoubtedly did this, supposing the engine of his own train, which had gone up with the Northern cars, would not return immediately. As he passed through the station and upon the first track to climb upon the Northern engine, which was upon the second track, his engine backed slowly down and pushed its tender upon him, crushing him so badly that he died the next morning. The night was very dark and there were no lights in the depot, but the headlights of both locomotives were ablaze,—the firebox of the Northern engine was open and its bell was ringing constantly as it backed down. There was no light upon the rear of the tender which struck Mr. Bombard. Neither engine was running more than five miles an hour.

Mr. Bombard and his brakeman, Mr. Finley, both had lanterns. The brakeman went through the station in front of Bombard and was climbing upon the Northern engine as Bombard was hit by the tender, only five or six feet distant, the two tracks being close together.

As he got upon the Northern engine he turned and saw the other within six feet of Bombard, and instantly shouted to him and sprang to catch him and pull him out of danger, but it was too late. The conductor did not appear to hear him and was under the wheels before his companion could reach him. All the trainmen were in the discharge of their duties and were performing them faithfully.

Mr. Bombard in attempting to cross the first track and reach an engine upon which he could ride to the lower end of the yard was doing what is customary and could not be blamed. Why he failed to notice his own engine which he knew would back down upon that track when it was relieved at the upper end of the yard, cannot be determined; but he probably did not expect its return so soon, and was so intent upon reaching the south bound Northern engine and securing a ride upon it that he did not look up the track at all. That he did not hear the sound of the bell or the wheels of his engine is not strange, as the noise of the train upon the next track was sufficient to drown them. Nothing that anyone upon either engine could reasonably be required or expected to do under the circumstances, would have prevented the accident. It is suggested that if the passenger station, beside which this fatality occurred, had been lighted, Mr. Bombard would have seen the engine and kept out of its

way. This does not follow, for experience shows that such accidents as this happen as often in broad daylight as in darkness; and were it otherwise, there is no more reason for lighting the passenger station in Concord, at midnight, than there is for lighting every section of track in yards, or upon main lines where trains cross frequently during the night, and we do not think railroad corporations can fairly be required to do this.

H. M. PUTNEY,
For the Board.

DEATH OF CARL E. ROBBINS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 14, 1892.

Investigation at Concord, November 28, 1892.

Hon. J. W. Fellows appeared for the Concord & Montreal Railroad.

Witnesses: William P. Blake, Concord; M. J. Linehan, Penacook; Clarence E. Barney, of Concord.

Carl E. Robbins, a young man about twenty-one years of age, was instantly killed in the depot at Concord, October 26, 1892, at 2.32 P. M.

The evidence in this case showed that Robbins had been employed about the depot in cleaning the rooms and in hanging cards on the cars as they arrived. On the day of the accident as train No. 54, drawing mail car 161 and several passenger cars, was coming into the train shed, Robbins was standing with William P. Blake and Clarence E. Barney opposite the baggage truck, talking and joking with each other. When Robbins saw the train coming in he rushed to the baggage room where the cards were kept, took the right card and rushed out. By this time the train had got a little past the baggage room door. Robbins ran and attempted to jump onto the mail car. He had the card in his right hand, and in trying to seize the car rail with his left hand he made a false move and did not get a sufficient hold; he threw down his card and attempted to grasp the rail with his right hand, but did not succeed and fell under the car. The wheels ran over him and he was taken from under the wheels of the baggage car. The train was running about five miles per hour.

It appeared in evidence that Robbins had been accustomed to jump on trains, ride down to where they stopped, then walk back and put on the cards.

He had been repeatedly warned by the station agent, J. M. Jones, and others, that this was a dangerous practice and not to do it. He jumped on a moving train to save walking a short distance. This accident was wholly due to the carelessness of the young man. It was no part of his duty to jump on a moving train. He had been repeatedly cautioned by the railroad officials of the danger of doing as he did.

It would seem that after the repeated instances of fatal accidents that have occurred in this State, to railroad employes, that they would learn to be more careful and not risk their lives as this young man did.

THOMAS COGSWELL,
For the Board.

DEATH OF ORRIN B. DAVIS AND CHARLES HUTCHINS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 14, 1892.

Investigation at Concord, November 28, 1892.

Hon. J. N. Fellows appeared for the railroad; Peter McArdle, for Mrs. Davis.

Witnesses: Edwin S. Weeks and Betsey M. Weeks, Plymouth; George G. Shoot, Wentworth; Edward T. Gonyer, Woodsville; George B. Quimby and Nathan F. Bean, Concord; Obadiah S. Smith, Plymouth; Melvin Clifford, road-master.

On the morning of October 7, 1892, Orrin B. Davis and Charles Hutchins, both residents of Plymouth, were on their way to a field some distance from their homes, for the purpose of doing farm work. They were riding in a team made up of a pair of horses and a hayrack. In the hayrack were some baskets, with other articles and implements, to be used about the work. They were coming down from the River road, so called, towards Sanborn's crossing. Mr. Davis was driving, seated in the front of the hayrack, and Mr. Hutchins was seated on a basket in about the middle of the rack. One, Mr. Collins, who had passed over Sanborn's crossing, met these parties just as they were turning from the River road into the road leading over the crossing and about fifty rods therefrom. Train No. 51, known as the "paper train," left Plymouth at about 8.20—ten minutes late. The distance from Plymouth to Sanborn's crossing is a fraction over three miles. About eighty rods from Sanborn's crossing,

towards Plymouth, is the Week's crossing. The country between this and the Sanborn crossing is open and unobstructed, except by a barn. A person coming from the River road, when eighty feet from the Sanborn crossing, could see the train six hundred and ten feet away; and when at one hundred and twelve feet, could see the train one thousand feet away.

The grade of the railroad, above the highway, is from eight to ten feet.

The regular whistles were given on this morning, for the Week's crossing, and at the Week's crossing, for the Sanborn crossing,—and the bell rung. The evidence upon this point we think is conclusive.

The two men were seated in the hayrack facing the north—their backs to the south in the direction of the approaching train. The train at this point was running at a speed of from thirty-five to forty miles per hour, somewhat faster than usual on account of being late. The trainmen were all at their usual places and attending to their ordinary duties. The conductor was in the middle of the rear car. The engineer was on his seat with his hand on the lever. The first anyone in the cars knew that any accident had taken place, was when they heard the sharp application of the brakes. The train was stopped some thirty rods beyond the crossing and was backed nearly to it. It was then found that Mr. Davis had been instantly killed and thrown to the bottom of the embankment. Mr. Hutchins was alive, but breathing heavily. The hayrack was demolished. One horse had been thrown against the target and was so badly injured that it was killed by the brakeman. The other escaped uninjured. Dr. Carbee was on the train and rendered such service as was possible; examined Davis, pronouncing him dead, and Hutchins, whom he advised to be moved to his home, which was done. He lived until October 15. The engineer testified that he did not see anything on the track until almost the very instant the engine struck the hayrack and horses.

After a full investigation of all the facts that could be gathered in regard to this accident, we conclude that Davis and Hutchins were either so intent upon some conversation, that their minds were so entirely preoccupied that they did not hear the approaching train, or that the noise of the hayrack and horses was such, that seated as they were, they neither saw nor heard it. The train being ten minutes late, they possibly may have supposed it had passed, and that they could safely cross.

Living as they both did in the vicinity, it must be presumed that they knew that a train was due about that time. It was great misfortune, both private and public, to have these two men lose their

lives in this way, and it illustrates the fact that too much care cannot be taken by persons crossing a railroad track at grade, to see that the way is clear.

THOMAS COGSWELL,
For the Board.

DEATH OF HENRY ALONSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 20, 1892.

Witness: Plummer A. Brown, conductor, Wakefield.

On the fourth day of August, 1892, a fatal accident occurred on the Northern division of the Boston & Maine Railroad, at 10.51 o'clock in the forenoon, near Great Falls station. A train consisting of a locomotive and three flat cars, called the "work train," was unloading steel rails. Alonson was upon the train as a laborer. After the train was unloaded the motion was given by the conductor to push the cars upon a side track.

At this time Alonson was standing on the middle car, near the end. The train moved along and when it had gone about six hundred feet and was moving slowly, it passed three peddlers, when Alonson made a swinging movement with his shovel in the direction of the peddlers, as if he intended to hit them. In doing this he turned partly around; he was laughing at the time and took a step sidewise, placing his foot between the cars and at once fell to the track. One man employed on the train, who stood near, attempted to catch hold of him but was unsuccessful. The locomotive and one car passed over his body and killed him instantly. The back of the skull and one leg were badly crushed. The accident happened so quickly that it could not have been prevented by the trainmen or anyone else, and he lost his life by attempting to do an act not in the line of duty.

B. F. PRESCOTT,
For the Board.

PART IV.

RAILROAD RETURNS.

REPORT

OF THE

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,169,197.63
Less operating expenses	854,810.11
Income from operation	\$314,387.52
Total income	\$314,387.52
Deductions from income:	
Interest on funded debt accrued during the year	\$206,280.00
Taxes	19,911.73
Total deductions from income	226,191.73
Net income	\$88,195.79
Dividends declared, 6 per cent, on common stock	329,040.00
Deficit for the year ending June 30, 1892 (paid by lessees)	\$240,844.21
EARNINGS FROM OPERATION.	
Total passenger revenue	\$298,955.91
Mail	24,592.73
Express	22,000.11
Total passenger earnings	\$345,548.75

Total freight revenue	\$821,465.49
Total freight earnings	\$821,465.49
Total passenger and freight earnings	\$1,167,014.24
Rentals not otherwise provided for	\$2,183.39
Total other earnings	2,183.39
Total gross earnings from operation	\$1,169,197.63
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$84,716.30
Renewals of rails	21,532.50
Renewals of ties	19,951.35
Repairs of bridges and culverts	13,138.90
Repairs of fences, road crossings, signs, and cattle guards	6,752.08
Repairs of buildings	15,490.03
Repairs of docks and wharves	30,001.00
Total	\$191,582.16
Maintenance of equipment :	
Repairs and renewals of locomotives	\$47,488.89
Repairs and renewals of passenger cars	29,444.73
Repairs and renewals of freight cars	66,838.55
Shop machinery, tools, etc.	17,552.88
Other expenses	3,977.34
Total	\$165,302.39
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$93,220.87
Fuel for locomotives	126,397.93
Water supplies for locomotives	1,314.67
All other supplies for locomotives	5,848.67
Wages of other trainmen	55,948.99
All other train supplies	9,283.37
Wages of switchmen, flagmen, and watchmen	24,048.72
Expense of telegraph, including train dispatchers and operators	17,063.84
Wages of station agents, clerks, and laborers	84,867.26
Station supplies	17,562.76
Car mileage — balances	14,725.21
Loss and damage	2,630.82
Injuries to persons	1,737.06
Other expenses	2,810.98
Total	\$457,461.15

General expenses :	
Salaries of officers	\$7,949.50
Salaries of clerks	8,959.28
General office expenses and supplies	2,722.58
Agencies, including salaries and rent	8,417.14
Insurance	7,445.61
Legal expenses	4,195.55
Stationery and printing	774.77
Total	\$40,464.41
Recapitulation of expenses :	
Maintenance of way and structures	\$191,582.16
Maintenance of equipment	165,302.39
Conducting transportation	457,461.15
General expenses	40,464.41
Grand total	\$854,810.11
Percentage of operating expenses to earnings	73.11

GENERAL BALANCE SHEET, JUNE 30, 1892.

Cost of road	\$8,922,000.00
Total	\$8,922,000.00
Capital stock :	
Common	\$5,484,000.00
Total capital stock	\$5,484,000.00
Funded debt	3,438,000.00
Total	\$8,922,000.00

CAPITAL STOCK.

Capital stock authorized by charter and acts of Legislature	\$5,484,000.00
Capital stock authorized by votes of company	5,484,000.00
Capital stock issued (number of shares, 11,285 sterling; 215 federal; 35 fractional); amount paid in	\$5,484,000.00
Total amount paid in as per books of the company	\$5,484,000.00
Total number of stockholders	1,472

FUNDED DEBT.	
Funded debt as follows:	
First mortgage bonds, due 1884; rate of interest, 6 per cent	\$1,499,916.00
Interest paid on same during the year	\$89,994.96
Second mortgage bonds, due 1891; rate of interest, 6 per cent	712,932.00
Interest paid on same during the year	\$42,775.92
Third mortgage bonds, due 1909; rate of interest, 6 per cent	786,984.00
Interest paid on same during the year	\$47,219.04
Balance on exchange of bonds	168.00
Interest paid on same during the year	\$10.08
Island Pond to Canadian Boundary Line:	
Island Pond debentures, 6 per cent £90,000 sterling	438.00
Interest paid on same during the year	\$26,280.00
Total amount of funded debt	\$3,438,000.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	357,388
Number of passengers carried one mile	11,727,224
Average of distance carried	32.81
Total passenger revenue	\$298,955.91
Average amount received from each passenger	.8365
Average receipts per passenger per mile	.0255
Passenger earnings per mile of road	2,074.37
Passenger earnings per train mile	.95
Freight traffic:	
Number of tons carried of freight earning revenue	891,350
Number of tons carried one mile	100,381,514
Average distance haul of one ton	112.62
Total freight revenue	821,465.49
Average amount received for each ton of freight	.9216
Average receipts per ton per mile	.0082
Freight earnings per mile of road	4,931.36
Freight earnings per train mile	1.32

Train mileage:	
Miles run by passenger trains	328,858
Miles run by freight trains	515,413
Miles run by mixed trains	140,038
Total mileage trains earning revenue	984,309
Miles run by switching trains	193,962
Miles run by construction and other trains	101,577
Total train mileage	1,279,848
Average number of persons employed	907
RATES OF FARE.	
Average rate of fare per mile received f r local tickets	0.02874 cents.
Average rate of fare per mile received for commutation tickets	0.01834 "
Average rate of fare per mile received for mileage tickets	0.02500 "
Average rate of fare per mile received for season tickets	0.00780 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	0.02097 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	0.01681 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	0.00587 "
DESCRIPTION OF ROAD OWNED.	
Maine line of road from Canadian Boundary Line to Portland, Me.	165.22 miles.
Main line of road in New Hampshire	52.06 "
" " Vermont	30.56 "
" " Maine	82.60 "
Total road belonging to this company	165.22 "
Sidings and other tracks not before enumerated	37.41 "
Same in New Hampshire	10.24 "
Total length of track owned, computed as single track	202.63 "
Same in New Hampshire	62.30 "
Total length of tracks laid with steel rails	202.63 "

Roads and Branches belonging to other Companies, operated by this Company under lease or contract, the operations of which are included in this Return.

Norway Branch	1.36 miles.
Total length of above roads	1.36 "
Total length of above roads in Maine	1.36 "
Total miles of road operated by this company	166.58 "
Total miles of road operated by this company in New Hampshire	52.06 "
Number of stations in New Hampshire, on all roads operated by this company	12
Number of telegraph offices in same	10
Number of stations on all roads owned by this company	33
Same in New Hampshire	12

EQUIPMENT.

Equipment furnished by the Lessees.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers								
Employés		2				2	1	4
Others			1		1		4	

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

One employé injured coupling.

One employé injured falling from train.

One trespasser, under the influence of liquor, killed crossing track in front of train.

GENERAL INFORMATION.

*Highway and Railroad Crossings in New Hampshire
on miles of road owned.*

Number of crossings on highways at grade . .	25
“ “ “ over railroad . .	4
“ “ “ under railroad . .	1
Number of highway bridges less than 18 feet above track	1
Height of lowest bridge above the rails	15 ft. 10 in.
Number of crossings at which there are neither signals nor flagmen	25
Number of railroad crossings at grade	1
Maine Central Railroad.	

Bridges on roads operated in New Hampshire.

Bridges extensively repaired during the year :	
No extensive repairs — ordinary maintenance.	
Total amount expended for repairs and renewals of bridges	\$4,379.63
Number of new ties laid in New Hampshire	24,335
Tons of steel rails laid in New Hampshire	1,275

BUILDINGS.

Station building at Groveton, 55 x 24 feet, brick on stone foundations with two waiting rooms, offices, etc.

NAMES AND RESIDENCES OF OFFICERS.

L. J. Seargeant, *President*, Montreal, Que.; P. H. Brown, *Vice-President*, Portland, Me.; W. W. Duffett, *Treasurer*, Portland, Me.; F. R. Barrett, *Clerk of Corporation*, Portland, Me.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

L. J. Seargeant, Montreal, Que.; P. H. Brown, Portland, Me.; Sir A. T. Galt, Montreal, Que.; F. R. Barrett, F. K. Swan, George P. Westcott, W. W. Duffett, Stephen R. Small, Portland, Me.

PROPER ADDRESS OF THE COMPANY.

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
PORTLAND, ME.

W. W. DUFFETT,
Treasurer.
F. R. BARRETT,
Clerk.

STATE OF MAINE.

CUMBERLAND SS. PORTLAND, October 8, 1892. Then personally appeared W. W. Duffett, treasurer, and F. R. Barrett, clerk of corporation, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIDNEY R. STEWART,
Justice of the Peace.

REPORT

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$15,783,795.09
Less operating expenses	10,335,890.45
Income from operation	\$5,447,904.64
Interest on bonds owned	\$26,460.00
St. Johnsbury & Lake Champlain R. R.	
Dividends on stocks owned :	
Maine Central R. R.,	
22,644 shares	\$122,277.00
Portland & Rochester	
R. R., 4,821 shares	28,966.00
Dover & Winnepesaukee	
R. R., 2,760 shares	15,810.00
York Harbor & Beach	
R. R., 4,971 shares	7,456.50
Portland & Ogdensburg	
R. R., 3,954 4-10 shares	6,916.70
Northern R. R., 500 shares	4,105.49
St. John Bridge & R. R. Ex-	
tension Co., 240 shares	600.00
Eastern R. R. in New	
Hampshire, 15 shares	45.00
	166,176.67
Miscellaneous income — less expenses :	
Rents of tene-	
ments, lands,	
etc.	\$190,314.00
Less expenses	45,984.30
	\$144,329.70

Interest . . .	\$47,937.31	
Bridge tolls . .	10,718.25	
Less expenses . .	1,436.60	
	<u>\$9,281.65</u>	
Lyndonville Water Works	627.41	
Interest on St. Johnsbury & Lake Champlain R. R. bonds owned by Boston & Lowell R. R. . . .	7,450.00	
Dividend on 136 shares Mt. Washington R. R. stock owned by Con- necticut & Passumpsic Rivers R. R. . . .	1,360.00	
Dividend on 331 shares Peterborough R. R. stock owned by Boston & Lowell R. R. . . .	3,310.00	
Sundry items . . .	356.32	
	<u>\$214,652.39</u>	
Income from other sources		\$427,289.06
Total income		<u>\$5,875,193.70</u>
Deductions from income:		
Interest on funded debt accrued during the year	\$972,955.60	
Interest and discount on interest bearing current liabilities	204,835.84	
Taxes	695,351.84	
Rentals:		
Boston & Lowell R. R. . .	\$689,132.07	
Worcester, Nashua & Rochester R. R. . . .	250,000.00	
Connecticut & Passump- sic Rivers R. R. . . .	233,000.00	
Northern R. R. . . .	197,920.00	
Manchester & Lawrence R. R.	104,751.34	
Central Massachusetts R. R.	101,500.00	
Portland, Saco & Ports- mouth R. R.	90,450.00	
Nashua & Lowell R. R. . .	73,000.00	
Lowell & Andover R. R. . .	52,500.00	
Portsmouth & Dover R. R. .	46,140.00	
Massawippi Valley R. R. .	36,000.00	
Peterborough R. R. . . .	35,699.64	
Dover & Winnepesaukee R. R. (10 months) . . .	24,166.67	

Eastern R. R. in New Hampshire	\$22,500.00	
Stony Brook R. R.	21,500.00	
Wilton R. R.	20,400.00	
Newburyport City R. R.	6,000.00	
West Amesbury Branch R. R.	5,700.00	
Kennebunk & Kennebunkport R. R.	2,925.00	
Wolfeborough R. R. (8 months)	1,060.00	
	<u>\$2,014,344.72</u>	
Newport & Rockford R. R.	\$17,500.00	
Sublet to the Canadian Pacific R. R. for the sum of	18,000.00	
	<u>500.00</u>	
	<u>\$2,013,844.72</u>	
Total deductions from income		\$3,886,988.00
Net income		\$1,988,205.70
Sinking fund payments account Boston & Maine R. R. bonds	\$51,285.00	
Sinking fund payments account Eastern R. R. bonds *	20,844.43	
Dividends declared, 6 per cent on preferred stock	188,994.00	
Dividends declared, 8½ per cent on common stock †	1,165,896.50	
	<u>1,427,019.93</u>	
Total		1,427,019.93
Surplus for the year ending June 30, 1892		\$561,185.77
Balance profit and loss account June 30, 1892		1,837,504.89
Total profit and loss account, surplus		<u>\$2,398,690.66</u>
* Cash paid trustees Eastern R. R.		\$106,064.08
Less bonds purchased and cancelled by them, reducing debt		85,219.65
		<u>\$20,844.43</u>
† November 16, 1891, 4½ per cent on 126,706 shares		\$570,177.00
May 16, 1892, 4 per cent on 148,824 shares		595,296.00
Back dividends		423.50
		<u>\$1,165,896.50</u>

Amount transferred September 30, 1891, to credit of equipment fund	\$300,000.00	
Injury fund	50,000.00	\$350,000.00
Balance profit and loss account June 30, 1891, surplus		\$2,048,690.66
EARNINGS FROM OPERATION.		
Passenger revenue		\$7,906,725.19
Less repayments :		
Tickets redeemed	\$13,506.73	
Excess fares refunded	85,516.15	
Other repayments	8,000.00	
Total deductions		107,022.88
Total passenger revenue		\$7,799,702.31
Mail		196,371.05
Express		441,577.69
Extra baggage and storage		49,467.51
Other items		1,170.49
Total passenger earnings		\$8,488,289.05
Freight revenue		\$7,816,892.72
Less repayments, overcharge to shippers		64,524.59
Total freight revenue		\$7,252,368.13
Eastern transfer		10,307.46
Total freight earnings		\$7,262,675.59
Total passenger and freight earnings		\$15,750,964.64
Other earnings from operation :		
Telegraph companies	\$5,540.53	
Rents from tracks, yards, and terminals	19,750.77	
Coal hoisting engines	2,282.07	
Steamer Mt. Washington	5,257.08	
Total other earnings		32,830.45
Total gross earnings from operation		\$15,783,795.09
OPERATING EXPENSES.		
Maintenance of way and structures :		
Repairs of roadway		\$1,054,930.51
Renewals of rails		158,197.39

Renewals of ties	\$238,069.68
Repairs of bridges and culverts	307,574.85
Repairs of fences, road crossings, signs, and cattle guards	97,007.61
Repairs of buildings	388,800.17
Repairs of docks and wharves	12,160.05
Repairs of telegraph	6,040.28
Other expenses	150.81
Total	\$2,262,931.35
Maintenance of equipment:	
Repairs and renewals of locomotives	\$422,821.56
Repairs and renewals of passenger cars	478,353.85
Repairs and renewals of freight cars	437,670.04
Shops, machinery, tools, etc.	84,416.46
Other expenses	273.55
Total	\$1,423,535.26
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$898,007.89
Fuel for locomotives	1,352,787.39
Water supplies for locomotives	63,972.87
All other supplies for locomotives	30,334.93
Wages of other trainmen	772,022.53
All other train supplies	109,763.02
Wages of switchmen, flagmen, and watchmen	523,450.74
Expense of telegraph, including train despatchers and operators	133,959.00
Wages of station agents, clerks, and laborers	1,380,271.78
Station supplies	158,464.19
Car mileage — balances	300,308.14
Loss and damage	58,822.20
Injuries to persons	181,158.20
Steamboats, expenses of, including wages, fuel, and supplies	4,367.07
Other expenses	5,863.10
Total	\$5,973,553.05
General expenses:	
Salaries of officers	\$92,728.42
Salaries of clerks	144,742.72
General office expenses and supplies	19,331.01
Agencies, including salaries, rent, advertising, and outside agencies	54,768.09
Insurance	* 100,540.81

*Includes \$67,500, amount paid American Casualty Insurance & Security Company for six months to June 30, 1892, being insurance against accidents to persons.

Expense of fast freight lines	\$7,881.87
Rents for tracks, yards, and terminals	28,544.99
Rentals not otherwise provided for	15,630.00
Legal expenses	72,972.43
Stationery and printing	101,023.15
Other general expenses	37,707.30
Total	<u>\$675,870.79</u>
Recapitulation of expenses:	
Maintenance of way and structures	\$2,262,931.35
Maintenance of equipment	1,423,535.26
Conducting transportation	5,973,553.05
General expenses	675,870.79
Grand total	<u>\$10,335,890.45</u>
Percentage of operating expenses to earnings	65.48
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry	\$544,335.42
Bridging	25,947.44
Superstructure, including rails	243,935.15
Lands, land damages, and fences	174,084.57
Passenger and freight stations, wood-sheds and water-stations	47,395.62
Engine houses, car-sheds, and turntables	3,500.00
Engineering, agencies, salaries, and other expenses during construction	5,471.32
Purchase of other roads:	
Dover & Winnepesaukee R. R.	375,159.94
Chelsea Beach and Wolfeborough R. R.'s included in above construction accounts	
Chelsea Beach	\$50,400.00
Wolfeborough	340,300.00
Total for construction	<u>* \$1,419,829.46</u>
Other expenditures charged to property account:	
Dover & Winnepesaukee R. R. stock, 125 shares †	\$12,500.00
Franklin & Tilton R. R. stock, 115 shares	11,500.00

*This includes in addition to \$765,859.94, cost of Wolfeborough, Dover & Winnepesaukee and Chelsea Beach R. R.'s, \$512,367.03, amount expended for double tracks. † Received under purchase of Dover & Winnepesaukee R. R.

Atchison, Topeka & Santa Fé R. R. stock, 15 shares *	\$370.00	
Portland, Saco & Portsmouth R. R. stock, 35 shares *	1,375.00	
Wolfeborough R. R. stock, 234 shares	34,573.00	
Boston & Maine R. R. stock, 1,310 shares	131,000.00	
Northern R. R. stock, 500 shares .	70,000.00	
Maine Central R. R. stock, 4,529 shares	452,900.00	
St. Johnsbury & Lake Champlain R. R. stock, 9 shares	20.00	
St. Johnsbury & Lake Champlain R. R. bonds	132,600.00	
United States government 4 per cent bonds *	6,900.00	
Lands in Somerville,) These lands not " Wakefield,) used in the " Keene,) operation of the road.)	195,050.40 3,300.00 5,573.33	
Steamer Mt. Washington and wharves	4,195.08	
Richford elevator owned jointly with Canadian Pacific R. R. . .	7,485.32	
Total		\$1,072,342.13
Total charges to property accounts		\$2,492,171.59
Net addition to property account for the year .		\$2,492,171.59
GENERAL BALANCE SHEET, JUNE 30, 1892.		
Cost of road		\$29,296,184.12
Cost of equipment		4,377,693.94
Bonds of St. Johnsbury and Lake Champlain R. R.	\$615,900.00	
Bonds of Danvers R. R.	125,000.00	
" Newburyport R. R.	298,464.95	
" United States government 4 per cent	6,900.00	
		1,046,264.95
Stock of Boston & Maine R. R.	\$682,300.00	
" Maine Central R. R.	2,264,400.00	
" Portland & Rochester R. R.	482,050.00	
" Dover & Winnepesaukee R. R.	275,644.48	
" York Harbor & Beach R. R.	248,550.00	
" Portland & Ogdensburg R. R.	146,288.80	
" Northern R. R.	70,000.00	

* Received under purchase of Dover & Winnepesaukee R. R.

Stock of St. John Bridge & R. R. Extension Co.	\$684.00	
“ Eastern R. R. in New Hampshire	900.00	
“ Wolfeborough R. R.	377,973.00	
“ Newburyport R. R.	4,047.00	
“ Franklin & Tilton R. R.	75,000.00	
“ Franklin & Tilton R. R. (amount paid in on shares not issued)	36,500.00	
“ Chelsea Beach R. R.	91,000.00	
“ St. Johnsbury & Lake Champlain R. R.	4,303.58	
“ Orchard Beach R. R.	49,624.89	
“ Danvers R. R.	2,345.00	
“ Portland, Mt. Desert & Machias Steamboat Co.	15,000.00	
“ Portland Union Railway Station Co.	25,000.00	
“ Atchison, Topeka & Santa Fe R. R.	370.00	
“ Portland, Saco & Portsmouth R. R.	4,375.00	
		\$4,856,305.78
Lands in Bar Harbor property	\$45,104.37	
“ Lawrence	30,000.00	
“ Revere	23,400.00	
“ East Boston	20,625.00	
“ Somerville	200,900.40	
“ Portland	16,467.50	
“ Waltham	15,856.12	
“ Saco	15,000.00	
“ Dover & Old Orchard	14,132.21	
“ Wakefield	13,262.17	
“ Keene	5,573.33	
“ Lowell	4,800.00	
“ Manchester, Mass.	3,650.00	
“ Malden	2,301.44	
“ Chelmsford	1,500.00	
		412,572.54
Steamer Mt. Washington and wharves	\$73,455.32	
Richford elevator	52,261.43	
		125,716.75
Total permanent investments		\$40,114,738.03
Cash	\$1,452,214.18	
Bills receivable	647,358.36	
Due from agents	595,710.90	
Due from solvent companies and other individuals	1,945,085.76	
Total cash and current assets		4,640,369.20

Other assets:		
Materials and supplies	\$1,736,494.43	
Trustees of Eastern R. R. sinking fund	1,435.33	
Trustees of Boston & Maine R. R. sinking fund	343,771.49	
Sundries	776,963.13	
Total other assets		\$2,858,664.58
Total		\$47,613,771.81
Capital stock, common:		
Boston & Maine	\$17,694,700.00	
Boston & Maine scrip	4,602.56	
Eastern *	3,830.88	
Portland, Great Falls & Conway *	166.56	
Wolfeborough *	340,200.00	
Dover & Winnepesaukee *	360,000.00	
Chelsea Beach *	50,400.00	
	\$18,453,900.00	
Capital stock, preferred:		
Boston & Maine	\$3,149,800.00	
	3,149,800.00	
Total capital stock		\$21,603,700.00
Funded debt		16,963,274.71
Current liabilities:		
Charlestown land mortgage notes	\$594,800.00	
Notes payable	2,365,000.00	
Audited vouchers and accounts	842,944.17	
Wages and salaries	225,521.17	
Net traffic balances due to other companies	282,660.95	
Dividends not called for	38,065.00	
Matured interest coupons unpaid (including coupons due July 1)	143,419.87	
Rentals due July 1	45,000.00	
Total current liabilities		4,537,411.16
Accrued liabilities:		
Accrued rentals not yet due	\$139,303.74	
Accrued interest not yet due	259,860.92	
Accrued taxes not yet due	339,483.87	
Suspense account	1,027,148.20	
Sundry lease accounts	349,991.53	
Total accrued liabilities		2,115,788.26

*These stand at their convertible value in Boston & Maine stock.

Profit and loss balance	\$2,048,690.66	
Sinking fund for redemption of Boston & Maine bonds	343,471.49	
Sinking fund for redemption of Eastern R. R. bonds	1,435.53	
		\$2,393,597.68
Total		\$47,613,771.81

**CONTINGENT LIABILITIES NOT INCLUDED IN THE
BALANCE SHEET.**

Bonds guaranteed by this company or a lien on its road, viz.:		
Bonds of Portland Union Ry. Station Co. to the amount of \$300,000 principal and interest guaranteed by Boston & Maine and Maine Central Railroads		\$300,000.00
Portland & Rochester R. R. to the amount of \$113,500		113,500.00
Total (not included in balance sheet)		\$413,500.00

CAPITAL STOCK.

Capital stock authorized by charter and additional legislation	\$22,048,300.00	
Capital stock authorized by votes of company	21,704,700.00	
Capital stock issued (number of shares, common, 176,947); amount paid in		\$17,694,700.00
Capital stock issued (number of shares, preferred, 31,498); amount paid in		3,149,800.00
Capital stock paid in on shares not issued (Boston & Maine scrip convertible into stock at par)		4,602.56
Total amount paid in on Eastern, Portland, Great Falls & Conway, Wolfeborough, Dover & Winnepesaukee, and Chelsea Beach stocks to be exchanged for Boston & Maine stock		754,597.44
Total amount paid in as per books of the company		\$21,603,700.00
Total number of stockholders*	5,920	
Number of stockholders in New Hampshire*	1,292	
Amount of stock held in New Hampshire*	\$3,133,400.00	

	Common.	Preferred.
*Total number of stockholders	5,462	458
Number of stockholders in New Hampshire	1,251	41
Amount of stock held in New Hampshire	\$2,950,600.00	\$182,800.00

FUNDED DEBT.

Funded debt, as follows :

Bonds due January 1, 1893 ; rate of interest, 7 per cent	\$1,500,000.00
Interest paid on same during the year	\$105,490.00
Bonds due January 1, 1894 ; rate of interest, 7 per cent	2,000,000.00
Interest paid on same during the year	\$140,280.00
Improvement bonds due February 2, 1905 ; rate of interest, 4 per cent	1,000,000.00
Interest paid on same during the year	\$40,000.00
Improvement bonds due February 1, 1907 ; rate of interest, 4 per cent	500,000.00
Interest paid on same during the year	\$20,000.00
Improvement bonds due February 1, 1937 ; rate of interest, 4 per cent	1,919,000.00
Interest paid on same during the year	\$76,760.00
Eastern R. R. United States gold certificates of indebtedness, due September 1, 1906 ; rate of interest	7,324,000.21
Interest paid on same during the year	\$440,265.00
Eastern R. R. £ sterling certificates of indebtedness, due September 1, 1906 ; rate of interest, 6 per cent	1,717,874.50
Interest paid on same during the year	\$103,174.67
Portsmouth, Great Falls & Conway R. R. bonds, due June 1, 1937 ; rate of interest, $4\frac{1}{2}$ per cent	998,000.00
Interest paid on same during the year	\$45,618.75
Portsmouth, Great Falls & Conway R. R. bonds, due December 1, 1892 ; rate of interest, $4\frac{1}{2}$ per cent	2,000.00
Interest paid on same during the year	
Essex R. R. bonds, due September 15, 1891 ; rate of interest, $4\frac{1}{2}$ per cent	600.00
Interest paid during the year	\$2,268.00
Essex R. R. bonds, due September 15, 1896 ; rate of interest, $4\frac{1}{2}$ per cent	1,800.00
Interest paid during the year	
Total amount of funded debt	\$16,963,274.71

PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	33,459,898
Number of passengers carried one mile	431,260,314
Average of distance carried	12.888
Total passenger revenue	\$7,799,702.31
Average amount received from each passenger	.23811
Average receipts per passenger per mile	.01809
Passenger earnings per mile of road	7,014.94
Passenger earnings per train mile	1.32898
Freight traffic:	
Number of tons carried of freight earning revenue	7,215,308
Number of tons carried one mile	480,892,537
Average distance haul of one ton	66.649
Total freight revenue	\$7,252,368.13
Average amount received for each ton of freight	1.00513
Average receipts per ton per mile	.01508
Freight earnings per mile of road	6,002.06
Freight earnings per train mile	1.70822
Train mileage:	
Miles run by passenger trains	6,387,046
Miles run by freight trains	4,251,597
Total mileage trains earning revenue	10,638,643
Miles run by switching trains	2,115,850
Miles run by construction and other trains	399,316
Total train mileage	13,153,809
Average number of persons employed	11,306
RATES OF FARE.	
Average rate of fare per mile received for local tickets	1.803 cents.
Average rate of fare per mile received for commutation tickets within suburban circuit, Boston	1 to 2 "
Average rate of fare per mile received for commutation tickets outside suburban circuit, Boston	2 to 2½ "
Average rate of fare per mile received for mileage tickets	2 "
Average rate of fare per mile received for season tickets	.718 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	.838 "

RATES OF FREIGHT.		
Average rate per ton per mile received from freight way-billed local		2.504 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies		.996 "
DESCRIPTION OF ROAD OWNED.		
Main line of road from Boston to Portland, Western division	115.50 miles.	
Main line of road from Boston to New Hampshire state line, Eastern division	41.45 "	
Main line of road from Conway Junction to North Conway, Northern division	72.86 "	
Main line of road from Wolfeborough Junction to Wolfeborough	12.03 "	
Main line of road from Dover to Alton Bay	29.00 "	
		270.84 miles.
Main line of road in New Hampshire	145.72 "	
Main line of road in Massachusetts	78.20 "	
Main line of road in Maine	46.92 "	
Double track on main line	118.89 "	
Same in New Hampshire	22.98 "	
Branches owned by company, viz.:		
Medford (single track)	2.00 "	
Methuen (single track, 2.75; double track, 1)	3.75 "	
Great Falls (single track)	2.75 "	
East Boston (single track, 1.91; double track, 1.56)	3.47 "	
Charlestown (double track)	1.09 "	
Saugus (double track)	9.55 "	
Swampscott (single track)	3.96 "	
Marblehead (single track)	3.52 "	
Lawrence (single track, 18.25; double track, 1.64)	19.89 "	
South Reading (single track)	8.12 "	
Gloucester (single track)	16.94 "	
Essex (single track)	6.00 "	
Ashbury Grove	1.06 "	
Salisbury (single track)	3.79 "	
Chelsea Beach (single track, .85; double track, 2.49)	3.34 "	
Total length of branches owned by company	89.23 "	
Total length of branches owned by company in New Hampshire	2.75 "	
Total length of branches owned by company in Massachusetts	86.48 "	

Double track on branches	17.33 miles.
Total road belonging to this company	360.07 "
Sidings and other tracks not before enumerated	214.49 "
Same in New Hampshire	40.33 "
Total length of track owned, computed as single track	710.78 "
Same in New Hampshire	211.78 "
Total length of tracks laid with steel rails	562.44 "
[Weights per yard, 60 to 75 lbs.]	
<i>Roads and Branches belonging to other Companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Worcester, Nashua & Rochester R. R.	94.48 miles.
Eastern R. R. in New Hampshire	16.08 "
Portland, Saco & Portsmouth R. R.	50.76 "
Newburyport City R. R.	1.97 "
Portsmouth & Dover R. R.	10.88 "
Danvers R. R.	9.26 "
Newburyport R. R.	26.98 "
Lowell & Andover R. R.	8.73 "
West Amesbury Branch R. R.	4.45 "
Manchester & Lawrence R. R.	22.39 "
Kennebunk & Kennebunkport R. R.	4.50 "
Boston & Lowell R. R. and branches	98.09 "
Nashua & Lowell R. R.	14.50 "
Stony Brook R. R.	13.16 "
Wilton R. R.	15.50 "
Peterborough R. R.	10.50 "
Manchester & Keene R. R. (operated for joint account with Concord & Montreal R. R.)	29.59 "
Central Massachusetts R. R.	98.77 "
Connecticut & Passumpsic Rivers R. R.	110.30 "
Massawippi Valley R. R.	36.75 "
Northern R. R.	82.91 "
Concord & Claremont (N. H.) R. R. and branches	70.90 "
Peterborough & Hillsborough R. R.	18.51 "
Total length of above roads	849.96 miles.
Total length of above roads in New Hampshire	339.85 "
Total length of above roads in other States:	
Worcester, Nashua & Rochester R. R., in Mass.	39.46 "
Newburyport City R. R., "	1.97 "
Newburyport R. R., "	26.98 "
Danvers R. R., "	9.26 "
Lowell & Andover R. R., "	8.73 "
West Amesbury Branch R. R., "	2.13 "
Boston & Lowell R. R. and branches, "	98.09 "
Nashua & Lowell R. R., "	9.25 "

Stony Brook R. R., in Mass.	13.16 miles.
Central Massachusetts R. R., "	98.77 "
Total length of above roads in Massachusetts	307.80 miles.
Portland, Saco & Portsmouth R. R., in Maine	50.76 "
Kennebunk & Kennebunkport R. R., "	4.50 "
Total length of above roads in Maine	55.26 miles.
Connecticut & Passumpsic Rivers R. R. in Vt.	110.30 "
Massawippi Valley R. R., in Canada	36.75 miles.
Total	510.11 miles.
Total miles of road operated by this company	1,210.03 miles.
Total miles of road operated by this company in New Hampshire	488.32 "
Number of stations in New Hampshire, on all roads operated by this company	161
Number of telegraph offices in same	103
Number of stations on all roads owned by this company	175
Same in New Hampshire	49

DESCRIPTION OF EQUIPMENT.

	Number owned.	Number leased.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	120	81	201	.....	.....	.....	.....	.....
Freight ".....	95	87	182	.....	.....	.....	.....	.....
Other ".....	59	40	99	.....	.....	.....	.....	.....
Total.....	274	208	482	58	34	288	95	.....
Passenger cars.....	414	a 185	599	28½	26	599	.....	599
Combination cars.....	57	76	133	28	27½	133	.....	133
Baggage, mail, and express cars.....	91	d 49	140	27	27	140	.....	140
Parlor cars.....	9	b 11	20	34	32½	20	.....	20
Sleeping cars.....	.....	c 2	2	28	28	2	.....	2
Directors' and pay cars.....	2	1	3	35	35	3	.....	3
Total.....	573	324	897	.....	.....	897	.....	897

a includes 10 cars }
 b " 2 " } Montreal & Boston Air Line; 70 per cent owned by Bos-
 c " 2 " } ton & Lowell R. R., and 30 per cent by Canadian Pacific
 d " 4 " } R. R.

	Number owned.	Number leased.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Box fr'g't cars (basis, 8 wheels)	2,381½	1,513½	3,895	12½	11	.....	.....	.....
Stock freight cars "	24	22	46	9	8½	.....	.....	.....
Coal freight cars "	842	675½	1,517½	12½	11½	.....	.....	.....
Flat freight cars "	1,661	1,388	3,049	8	7	.....	.....	.....
Other freight cars "	10	16½	26½	.....	.....	.....	.....	.....
Total	4,918½	3,615½	8,534½	.....	.....	95	.....	978
Derrick cars in Co.'s service	18	17	35	9	9	.....	.....	.....
Caboose cars	92	74	166	8½	7½	.....	.....	15
Other road cars "	37	24	61	.....	.....	.....	.....	.....
	11	1	12	.....	.....	.....	.....	.....
	46	18	64	.....	.....	.....	.....	.....
Total	204	134	338	.....	.....	.....	.....	15

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 865.

Eight and twelve wheel cars are fitted with brakes for outside pair of wheels.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers			6	2	6	2	12	42
Employés			8	12	8	12	29	170
Others			9	8	9	8	53	63
Total			23	22	23	22	94	275

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

June 9, 1891. — At Nashua, Maurice Nelligan, trespasser, walking on the track was struck by an engine, dislocating his shoulder and bruising his chest and leg.

June 10. — At foundry, Hyacinthe Morin, passenger, jumped from a train in motion, receiving fatal injuries.

June 24.— At Franklin, William Kelley, trespasser, was found dead beside the track. Apparently had been run over by passing train.

July 9.— At Great Falls, Tom Howard, passenger, had his arm taken off and head cut; C. S. Haynes, employé, had his back slightly injured; and George E. Brown, employé, received internal injuries by being knocked off car by guy rope extending over track.

July 18.— At Nashua, James Duffin, employé, while intoxicated was run over and his leg taken off.

July 25.— At Conway, Edward Cole, employé, was caught by crank and thrown from handcar and fatally injured.

August 26.— At Nashua, W. H. Campbell, with his wife and daughter, while driving across the track was struck by train, Mrs. Campbell being fatally injured and the other two slightly cut and bruised.

September 6.— At South Newmarket, P. E. Delaney, employed by contractor was found dead beside the track. Was run over by passing train.

September 7.— At Salmon Falls, Joseph Lambert, Jr., trespasser, was found dead beside the track. He had apparently been struck by a train.

September 7.— At Nashua, H. H. Smith, employé, fell from a car and was run over and fatally injured.

September 11.— At Hampstead, J. D. Page, employé, while coupling was fatally crushed between deadwoods.

September 12.— At Wilton, William Riley, passenger, riding on freight train attempted to pass from engine to saloon car and fell receiving fatal injuries.

September 12.— At Manchester, George Wells, trespasser, walking, on track, was struck by engine and his arm broken.

September 16.— At Hampton, Jerry Marston, attempting to drive across the track was struck by the train and his shoulder fractured.

September 19.— At Rollinsford, A. Bailey, passenger, jumped from moving train, receiving fatal injuries.

September 24.— At Dover, Tim Flynn, employé, while sitting beside the track was struck by the train, receiving a scalp wound and having three fingers crushed.

September 26.— At Concord, Thomas Stewart, alias A. J. Campbell, in getting on a locomotive fell and had his foot crushed.

September 29.— At Concord, A. J. Patterson, employé, while adjusting link was caught between cars and fatally injured.

October 28.— At Warner, Louis E. Kempton, employé, fell from a train and was run over and killed.

November 16. — At Nashua, Victor Legette, employé, while pulling a pin fell from car, breaking four ribs.

November 28. — At Nashua, L. F. Brooks, employé, while coupling cars had his arm crushed.

December 1. — At Seabrook, Mrs. Mary A. Eaton, passenger, in alighting from train fell and had one foot badly crushed.

December 5. — At Concord, John O'Neal, employé, while coupling cars had his hand crushed.

December 10. — At Portsmouth, John McCarthy, employé, fell and had his foot partly taken off while attempting to get on an engine.

December 17. — At Newport, Reuben E. Clarke, employé, while coupling cars fell under them and was fatally injured.

December 18. — At East Andover, Henry G. Greeley, passenger, jumped from train, and falling, was run over and fatally injured.

January 9, 1892. — At Manchester, George T. Watson, passenger, attempting to take moving train fell under the wheels and was fatally injured.

January 22. — At East Kingston, George Greeley, trespasser, while walking on the track was struck by engine and instantly killed.

January 28. — At Melvin's Mills, George R. Steen, employé, fell from car platform and was fatally injured.

February 1. — At Dover, John Duffy, passenger, fell either in getting off or on a train and was run over and fatally injured.

February 27. — At Greenland, an unknown man was found beside the track. He had apparently been struck by the train.

March 7. — At Concord, Allard Sanville, employé, while coupling cars was caught and badly crushed.

March 7. — At Concord Transfer, W. W. Flanders, employé, while coupling engine to train was caught and fatally injured.

March 7. — At Epping, Charles Dearborn, trespasser, was found dead beside the track. Had apparently been struck by train.

March 7. — At Lee, John Haskell, while driving across the track was struck by engine, had two ribs broken and his head cut.

March 30. — At Dover, James Goddard, trespasser, walking on the track was struck by engine and instantly killed.

April 8. — At South Newmarket, Forest A. Page, employé, fell from train fracturing both ankles.

April 22. — At Nashua, L. F. Mills, employé, while coupling cars fell and was seriously injured.

May 10. — At Durham, Joseph A. Bartlett, while driving across track was struck by engine and instantly killed.

May 15. — At Gonic, Mrs. Ellen Downing, trespasser, walking on track was struck by train and instantly killed.

June 9. — At Mast Yard, William Nelson, employé, struck an overhead bridge receiving injuries about head and shoulders.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in New Hampshire on miles of road owned.</i>	
Number of crossings on highways at grade . . .	140
“ “ “ over railroad . . .	21
“ “ “ under railroad . . .	8
Number of highway bridges 18 feet above track . . .	5
“ “ “ less than 18 feet above track . . .	16
Height of lowest bridge above the rails . . .	14 ft. 11 in.
Number of crossings at which gates or flagmen are maintained . . .	22
Number of crossings at which there are neither signals nor flagman . . .	118
Number of railroad crossings at grade . . .	3
Newmarket Junction, Western division, and Concord & Montreal R. R.	
Rochester, Northern division, and Portland & Rochester R. R.	
Rochester, Dover & Winnepesaukee, and Portland & Rochester R. R.	
Number of railroad crossings over other railroads . . .	1
Salmon Falls, Western division over Northern division.	
Number of railroad crossings under other railroads . . .	1
Salmon Falls, Northern division under Western division.	

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Location.	To replace.	Description.	Length of spans and number of tracks.
Chesham	Wood stringer.	Plate girder.....	30 ft., 1 track.
Henniker	Trussed “	Keyed stringer ..	25 ft. 6 in., 1 track.
West Lebanon	Latticed “	Iron Pratt truss .	4 spans 123 ft. 7 in. each, 2 tracks.
Exeter.....	Plate girder ...	Plate girder.....	32 ft. 6 in., 2 tracks.
Salmon Falls.....	Trestle.....	Trestle.....	25 ft. 6 in., 1 track.
North Conway.....	Pile trestle	Framed trestle ..	400 ft., 1 track.

<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging . . .	10,006 ft. 7 in.
Bridges abolished during the year . . .	3
Bog trestle, Bradford, N. H.	
Fernald's driveway, Exeter.	
115 feet of north end of Little bridge, Portsmouth.	
Bridges extensively repaired during the year:	
Branch bridge, Manchester & Keene pier, built and abutment reinforced.	
North River bridge, Lee, N. H., new floor and roof.	
Hall's bridge, Barrington, new floor and roof.	
Little bridge, Portsmouth, abutment built.	
Cole, Comstock, Hunton, and Edes bridges at Newport, raised, new floors and bracing.	
Total amount expended for repairs and renewals of bridges . . .	\$307,574.85
Number of ties laid in New Hampshire:	
West Amesbury branch . . .	1,800 ties.
Eastern division, main line . . .	8,000 "
Western division, main line . . .	34,271 "
Northern division, Passumpsic, Great Falls & Conway R. R. . . .	26,119 "
Worcester, Nashua & Rochester R. R. . . .	30,702 "
Nashua & Lowell R. R. . . .	7,441 "
Northern R. R. . . .	61,628 "
Great Falls branch . . .	796 "
Manchester & Lawrence R. R. . . .	15,853 "
Dover & Winnepesaukee R. R. . . .	5,903 "
Portsmouth & Dover R. R. . . .	2,856 "
Wolfeborough R. R. . . .	3,596 "
Wilton R. R. . . .	12,169 "
Peterborough R. R. . . .	5,878 "
Manchester & Keene R. R. . . .	16,985 "
Peterborough & Hillsborough R. R. . . .	14,992 "
Concord & Claremont R. R. . . .	19,346 "
Total . . .	271,335 ties.
Tons of steel rails in New Hampshire . . .	5,883 ~~214~~
Miles of iron track replaced by steel in New Hampshire:	
West Amesbury branch . . .	.39 miles.
Eastern division, main line . . .	.03 "
Western division, main line . . .	1.10 "
Northern division, Passumpsic, Great Falls & Conway . . .	8.37 "
Worcester, Nashua & Rochester R. R. . . .	1.48 "
Nashua & Lowell R. R. . . .	2.62 "

Northern R. R.	4.35 miles.
Great Falls branch	.09 "
Manchester & Lawrence R. R.	1.71 "
Dover & Winnepesaukee R. R.	.51 "
Wilton R. R.	.68 "
Peterborough R. R.	.13 "
Manchester & Keene R. R.	.22 "
Peterborough & Hillsborough R. R.	.72 "
Concord & Claremont R. R.	14.38 "
Total	36.78 miles.
Side tracks laid in New Hampshire	29,745 feet.

BUILDINGS.

State Line, wooden passenger depot.
 Seabrook, wooden passenger depot.
 Hampton, brick boiler and pump house.
 Rochester, engine house entirely rebuilt except the brick walls.
 Bennington, wooden passenger and freight depot combined.

NAMES AND RESIDENCES OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H.; J. W. Sanborn, *Acting General Manager*, Boston, Mass.; Richard Olney, *General Counsel*, Boston, Mass.; William J. Hobbs, *General Auditor*, Malden, Mass.; William Merritt, *Western division*, Boston, Mass.; W. T. Perkins, *Eastern division*, Malden, Mass.; John W. Sanborn, *North-eastern division*, Wolfeborough Junction, N. H.; George W. Hurlburt, *Worcester, Nashua & Portland division*, Worcester, Mass.; George F. Evans, *Southern division*, Boston, Mass.; H. E. Folsom, *Passumpsic division*, Lyndonville, Vt.; H. E. Chamberlin, *Concord division*, Concord, N. H., — *Superintendents*; D. J. Flanders, *General Passenger and Ticket Agent*, Malden, Mass.; W. F. Berry, *General Traffic Manager*, Winchester, Mass.; Amos Blanchard, *Treasurer*, Andover, Mass.; Herbert E. Fisher, *Assistant Treasurer*, Somerville, Mass.; Sigourney Butler, *Clerk of Corporation*, Quincy, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H. ; S. C. Lawrence, Medford, Mass. ; D. P. Kimball, Boston, Mass. ; J. S. Ricker, Portland, Me. ; Richard Olney, Boston, Mass. ; William T. Hart, Boston, Mass. ; A. W. Sulloway, Franklin, N. H. ; Joseph H. White, Brookline, Mass. ; W. Hunnewell, Boston, Mass. ; George C. Haven, New York city ; W. C. Whitney, New York city ; W. S. Webb, New York city ; J. W. Sanborn, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,
BOSTON, MASS.

FRANK JONES,
President.

J. W. SANBORN,
Acting General Manager.

AMOS BLANCHARD,
Treasurer.

WM. J. HOBBS,
General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. September 16, 1892. Then personally appeared the above named, Frank Jones, president ; J. W. Sanborn, acting general manager ; Amos Blanchard, treasurer ; and William J. Hobbs, general auditor, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ANDREW L. KNIGHT,
Justice of the Peace.

REPORT

OF THE

PORTSMOUTH & DOVER RAILROAD *

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$46,140.00
Miscellaneous income, less expense, interest	140.12
Total income	\$46,280.12
Net income	\$42,280.12
Dividends declared, 6 per cent	46,140.00
Total profit and loss account, surplus	\$3,468.91
Interest	140.12
Balance profit and loss account June 30, 1892, surplus	\$3,609.03
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$768,400.00
Cash	\$4,143.03
Bills receivable	600.00
Total cash and current assets	4,743.03
Total	\$773,143.03
Capital stock	\$769,000.00
Total capital stock	\$769,000.00

*The Portsmouth & Dover Railroad is leased to the Eastern Railroad in New Hampshire, and guaranteed by the Eastern Railroad Company of Massachusetts, and the lease assumed by the Boston & Maine Railroad at 6 per cent on \$769,000 per annum.

Current liabilities:		
Dividends not called for	\$534.00	
Total current liabilities		\$534.00
Profit and loss balance		3,609.03
Total		\$773,143.03
CAPITAL STOCK.		
Capital stock authorized by charter .	\$769,000.00	
Capital stock authorized by votes of company	769,000.00	
Capital stock issued (number of shares, 7,690); amount paid in		\$769,000.00
Total amount paid in as per books of the company		\$769,000.00
Total number of stockholders	152	
Number of stockholders in New Hampshire .	134	
Amount of stock held in New Hampshire	\$744,400.00	
DESCRIPTION OF ROAD OWNED.		
Main line of road, Portsmouth, N. H., to Dover, N. H.		10.88 miles.
Main line of road in New Hampshire		10.88 "
Total road belonging to this company		10.88 "
Sidings and other tracks not before enumerated . .		1.85 "
Same in New Hampshire		1.85 "
Total length of track owned, computed as single track		12.73 "
Same in New Hampshire		12.73 "
Total length of tracks laid with steel rails . .		5.12 "
[Weights per yard, 58 and 60 lbs.]		

NAMES AND RESIDENCES OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H. ; George L. Treadwell, *Treasurer*, Portsmouth, N. H. ; Calvin Page, *Clerk of Corporation*, Portsmouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H. ; Daniel Marcy, Portsmouth, N. H. ;
Joseph A. Walker, Portsmouth, N. H. ; John J. Laskey, Portsmouth,
N. H. ; Frank A. Christie, Dover, N. H. ; William D. Sawyer, Dover,
N. H. ; Henry R. Parker, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH & DOVER RAILROAD.
PORTSMOUTH, N. H.

FRANK JONES,
President.
GEO. L. TREADWELL,
Treasurer.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM ss. December 12, 1892. Then personally appeared
Frank Jones, president, and George L. Treadwell, treasurer, and
severally made oath to the truth of the foregoing statement by them
subscribed, according to their best knowledge and belief.

CALVIN PAGE,
Justice of the Peace. .

R E P O R T

OF THE

WEST AMESBURY BRANCH RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$5,700.00
Total income	\$5,700.00
Salaries and maintenance of organiza- tion	\$56.89
Interest on funded debt accrued	3,990.00
Taxes	447.91
Total deductions	4,494.30
Net income	\$1,205.70
Dividends declared, 2 per cent	1,140.00
Surplus for year ending June 30, 1892	\$65.70
Balance profit and loss account June 30, 1891, sur- plus	570.74
Balance profit and loss account June 30, 1892, surplus	\$636.44
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$114,000.00
Total permanent investments	\$114,000.00
Cash	687.89
Total	\$114,687.89

Capital stock :		
Common	\$57,000.00	
Total capital stock		\$57,000.00
Funded debt		57,000.00
Current liabilities :		
Dividends not called for	\$33.75	
Matured interest coupons unpaid (including coupons due July 1)	17.50	
Total current liabilities		51.25
Profit and loss balance		636.44
Total		\$114,687.69
CAPITAL STOCK.		
Capital stock authorized by charter	\$150,000.00	
Capital stock authorized by votes of company	114,000.00	
Capital stock issued (number of shares, 570); amount paid in		\$57,000.00
Total amount paid in as per books of the com- pany		\$57,000.00
Total number of stockholders	28	
Number of stockholders in New Hampshire	4	
Amount of stock held in New Hamp- shire	\$15,800.00	
FUNDED DEBT.		
Funded debt as follows :		
Bonds due July 1, 1893; rate of interest, 7 per cent		\$57,000.00
Interest paid on same during the year	\$3,990.00	
Total amount of funded debt		\$57,000.00
DESCRIPTION OF ROAD OWNED.		
Main line of road from Merrimack to Newton, N. H.	4.45 miles.	
“ “ in New Hampshire	2.32 “	
“ “ in Massachusetts	2.13 “	
Sidings and other tracks not enumerated	.49 “	
Same in New Hampshire	.38 “	
Total length of track owned, computed as single track	4.94 “	

Same in New Hampshire	2.70 miles.
Number of stations on all roads owned by this company	2
Same in New Hampshire	1

NAMES AND RESIDENCES OF OFFICERS.

William H. Haskell, *President*; Daniel J. Poore, *Treasurer*; Daniel J. Poore, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William H. Haskell, Merrimac, Mass.; Benjamin F. Sargent, Merrimac, Mass.; John B. Judkins, Merrimac, Mass.; John L. Merrill, Merrimac, Mass; E. R. Brown, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.

WEST AMESBURY BRANCH RAILROAD COMPANY,
MERRIMAC, MASS.

WM. H. HASKELL,
President.

DANIEL J. POORE,
Treasurer.

DANIEL J. POORE,
Clerk of Corporation.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX ss. October 24, 1892. Then personally appeared William H. Haskell, president, and Daniel H. Poore, treasurer and clerk, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

O. E. LITTLE,
Notary Public.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY *

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$250,000.00
Total income	\$250,000.00
Salaries and maintenance of organization	\$1,859.45
Interest on funded debt accrued	69,150.00
Interest and discount on interest bearing current liabilities	20,657.27
Other items charged to income	847.55
Total deductions	92,514.27
Net income	\$157,485.73
Dividends declared, 6 per cent on 30,644 shares of stock	183,864.00
Deficit for year ending June 30, 1892	\$26,378.27
Balance profit and loss account June 30, 1891, deficit	305,869.13
Balance profit and loss account June 30, 1892, deficit	\$332,247.40
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$4,138,584.99
Cost of equipment	415,336.03
Lands included in cost of road	
Total permanent investment	\$4,553,921.02

* The railroad and rolling stock of this company is leased to and operated by the Boston & Maine Railroad.

Cash	\$3,830.38	
Due from solvent companies and other individuals	111.20	
Worcester, Nashua & Rochester stock	35,800.00	
Total cash and current assets		\$39,241.58
Profit and loss balance		332,247.40
Total		\$4,925,410.00
Capital stock :		
Common	\$3,099,800.00	
Total capital stock		\$3,099,800.00
Funded debt		1,429,000.00
Current liabilities :		
Loans and bills payable	\$377,000.00	
Matured interest coupons unpaid (including coupons due July 1)	1,412.50	
Total current liabilities		378,412.50
Accrued liabilities :		
Accrued interest not yet due	\$18,197.50	
Total accrued liabilities		18,197.50
Total		\$4,925,410.00
CAPITAL STOCK.		
Capital stock authorized by charter	\$3,600,000.00	
Capital stock authorized by votes of company	3,099,800.00	
Capital stock issued (number of shares, 30,998) ; amount paid in		\$3,099,800.00
Total amount paid in as per books of the company		\$3,099,800.00
Total number of stockholders	823	
Number of stockholders in New Hampshire	160	
Amount of stock held in New Hampshire	\$1,030,800.00	
FUNDED DEBT.		
Funded debt as follows :		
Mortgage bonds due April 1, 1893 ; rate of interest, 5 per cent		\$250,000.00
Interest paid on same during the year	\$12,475.00	
Mortgage bonds due April 1, 1894 ; rate of interest, 5 per cent		564,000.00

Interest paid on same during the year	\$27,075.00	
Mortgage bonds due February 1, 1895; rate of interest, 5 per cent		\$385,000.00
Mortgage bonds due January 1, 1906; rate of interest, 4 per cent		150,000.00
Interest paid on same during the year	\$8,000.00	
Mortgage bonds due January 1, 1930; rate of interest, 4 per cent		80,000.00
Interest paid on same during the year	\$3,200.00	
Total amount of funded debt		\$1,429,000.00

DESCRIPTION OF ROAD OWNED.

Main line of road from Worcester, Mass., to Rochester, N. H.	94.48 miles.
Main line of road in New Hampshire	55.02 "
Main line of road in Massachusetts	39.46 "
Double track on main line	18.13 "
Total road belonging to this company	94.48 "
Sidings and other tracks not before enumerated	31.54 "
Same in New Hampshire	14.69 "
Total length of track owned, computed as single track	144.15 "
Same in New Hampshire	69.71 "
Total length of track laid with steel rails	89.00 "
[Weights per yard, 58 to 60 lbs.]	

GENERAL INFORMATION.

Highways and Railroad Crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade	98
Number of crossings on highways over railroad	3
Number of crossings on highways under railroad	2
Number of highway bridges 18 feet above track	3
Number of highway bridges less than 18 feet above track	2
Number of crossings at which gates or flagmen are maintained	7
Number of crossings at which there are neither signals nor flagman	91
Number of railroad crossings at grade	4
Nashua & Lowell in Nashua.	
Nashua & Acton in Nashua.	
Manchester & Lawrence in Windham.	
Portsmouth & Concord in Epping.	

NAMES AND RESIDENCES OF OFFICERS.

James P. Cook, *President*, Salem, Mass.; Richard Olney, Boston, Mass., and F. P. Goulding, Worcester, Mass., *General Counsel*; Elijah B. Stoddard, *Auditor*, Worcester, Mass.; T. W. Hammond, *Treasurer*, Worcester, Mass.; T. W. Hammond, *Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

James P. Cook, Salem, Mass.; Frank Jones, Portsmouth, N. H.; Charles A. Sinclair, Portsmouth, N. H.; George W. Armstrong, Brookline, Mass.; Elijah B. Stoddard, Worcester, Mass.; George C. Lord, Newton, Mass.; Charles Holman, Nashua, N. H.; J. A. Spalding, Nashua, N. H.; Frank A. McKean, Nashua, N. H.

PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD
COMPANY,
WORCESTER, MASS.

J. P. COOK,
President.
T. W. HAMMOND,
Treasurer.
T. W. HAMMOND,
Clerk.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, September 9, 1892. Then personally appeared J. P. Cook and T. W. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY T. GOOLD,
Justice of the Peace.

REPORT

OF THE

NORTHERN RAILROAD OF NEW HAMPSHIRE

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$118,815.00
Interest on bonds owned, Concord & Claremont (N. H.) R. R., 7s; Peterborough & Hillsborough 1st mortgage bonds, 4½ per cent; Atchison, Topeka & Santa Fé, 6 per cent, guarantee notes	16,950.00
Dividends on stocks owned, Northern Pacific Railroad, preferred	280.00
Miscellaneous income, less expense	4,241.23
Total income	\$140,287.07
Salaries and maintenance of organization . \$5,661.49	
Total deductions	5,661.49
Net income	\$134,625.58
Dividends declared, 4½ per cent, October, 1891; January and April, 1892, 1½ per cent each	134,818.50
Deficit for year ending June 30, 1892	\$252.92
Balance profit and loss account June 30, 1891, surplus	361,732.20
Total profit and loss account, surplus	\$361,479.28
Balance profit and loss account June 30, 1892, surplus	9,600.00
Balance profit and loss account June 30, 1892, surplus	\$371,079.28

GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$3,068,400.00
Cash	\$1,575.27
Bills receivable	334,149.43
Total cash and current assets	335,724.70
Stock of Northern R. R., 711 shares	37,708.34
Total	\$3,441,833.04
Capital stock :	
Common	\$3,068,400.00
Total capital stock	\$3,068,400.00
Current liabilities :	
Dividends not called for	\$2,320.76
Matured interest coupons unpaid (including coupons due July 1)	33.00
Total current liabilities	2,353.76
Profit and loss balance	371,079.28
Total	\$3,441,833.04
CAPITAL STOCK.	
Capital stock issued (number of shares, 30,684) ; amount paid in	\$3,068,400.00
Total amount paid in as per books of the com- pany	\$3,068,400.00
Total number of stockholders	1,982
Number of stockholders in New Hampshire	952
Amount of stock held in New Hamp- shire	\$1,185,300.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H. ; George U. Crocker, *Treasurer*, 19 Milk street, Boston, Mass. ; William L. Foster, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H. ; Josiah H. Benton, Jr., Boston, Mass. ; George E. Todd, Concord, N. H. ; Silas Pierce, Benjamin P. Cheney, Uriel H. Crocker, all of Boston, Mass. ; Dexter Richards, Newport, N. H.

PROPER ADDRESS OF THE COMPANY.

NORTHERN RAILROAD OF NEW HAMPSHIRE,
19 MILK STREET, BOSTON, MASS.

A. W. SULLOWAY,
President.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. November 18, 1892. Then personally appeared A. W. Sulloway and George U. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

URIEL H. CROCKER,
Justice of the Peace.

R E P O R T

OF THE

CONCORD & CLAREMONT (N. H.) RAIL- ROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$35,000.00
Total income	\$35,000.00
Interest on funded debt accrued	\$35,000.00
Net income	\$35,000.00
Balance profit and loss account June 30, 1892, deficit	\$35,439.34
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$1,131,206.38
Cash	262.50
Profit and loss balance	35,439.34
Total	\$1,166,908.22
Capital stock :	
Common	\$412,400.00
Total capital stock	\$412,400.00
First mortgage bonds	500,000.00
Current liabilities :	
Matured interest coupons unpaid	\$262.50
Total current liabilities	262.50

Accrued liabilities :		
Northern Railroad	\$254,245.72	
Total accrued liabilities		\$254,245.72
Total		\$1,166,908.22
CAPITAL STOCK.		
Capital stock authorized by votes of		
company	\$412,400.00	
Capital stock issued (number of shares, 4,124) ;		
amount paid in		\$412,400.00
Total amount paid in as per books of the com-		
pany		\$412,400.00
Total number of stockholders	11	
Number of stockholders in New Hampshire	11	
Amount of stock held in New Hamp-		
shire	\$412,400.00	
FUNDED DEBT.		
Funded debt, as follows :		
1st mortgage bonds due January 1, 1874 ; rate of		
interest, 7 per cent		\$500,000.00
Total amount of funded debt		\$500,000.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President* ; George U. Crocker, *Treasurer* ;
 Horace E. Chamberlin, Concord, N. H., *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

A. W. Sulloway, Franklin, N. H. ; George E. Todd, W. F. Thayer,
 Concord, N. H. ; Daniel N. Johnson, Claremont, N. H. ; Charles O.
 Stearns, Boston, Mass. ; A. E. Scott, Lexington, Mass. ; P. C. Cheney,
 Manchester, N. H.

PROPER ADDRESS OF THE COMPANY.

CONCORD AND CLAREMONT (N. H.) RAILROAD,

GEORGE U. CROCKER, *Treasurer*,

19 MILK STREET, BOSTON, MASS.

A. W. SULLOWAY,
*President.*GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. December 13, 1892. Then personally appeared Alvah W. Sulloway and George U. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE G. CROCKER,
Justice of the Peace.

REPORT

OF THE

WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road to Boston & Maine R. R., for 99 years from October, 1883	\$20,400.00
Total income	\$20,400.00
Net income	\$20,400.00
Dividends declared, 8½ per cent	20,400.00
Surplus for year ending June 30, 1891 . . \$993.10 6.90	
Balance profit and loss account June 30, 1892, surplus	\$1,000.00
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$242,600.00
Total permanent investments	\$242,600.00
Cash \$2,526.50	
Total cash and current assets	2,526.50
Total	\$245,126.50
Capital stock:	
Common \$240,000.00	
Never capitalized 2,600.00	
Total capital stock	\$242,600.00

Current liabilities :		
Dividends not called for	\$1,526.50	
Contingent fund	1,000.00	
Total current liabilities		\$2,526.50
Total		\$245,126.50
CAPITAL STOCK.		
Capital stock authorized by charter . .	\$250,000.00	
Capital stock authorized by votes of company	240,000.00	
Capital stock issued (number of shares, 2,400); amount paid in		\$240,000.00
Total amount paid in as per books of the company		\$240,000.00
Total number of stockholders	233	
Number of stockholders in New Hampshire . .	206	
Amount of stock held in New Hampshire	\$2,125.00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Nashua to Wilton, N. H. . .		15.43 miles.
Total length of track owned computed as single track		15.43 "
Same in New Hampshire		15.43 "
Total length of tracks laid with steel rails . . .		15.43 "

NAMES AND RESIDENCES OF OFFICERS.

Solomon Spalding, *President*, Nashua, N. H.; William E. Spalding, *Treasurer*, Nashua, N. H.; Frank B. McKean, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George A. Ramsdell, Nashua, N. H.; Solomon Spalding, Nashua, N. H.; John A. Spalding, Nashua, N. H.; Harvey A. Whiting, Wilton, N. H.; George O. Whiting, Lexington, Mass.

PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY,
NASHUA, N. H.

SOLOMON SPALDING,
President.

WM. E. SPALDING,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. NASHUA, September 27, 1892. Then personally appeared Solomon Spalding and William E. Spalding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

W. A. FARLEY,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH RAILROAD COMPANY *

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$35,899.64
Interest on deposits	402.53
Total income	\$36,102.17
Salaries and maintenance of organization \$176.14	
Taxes paid by operating road.	
Total deductions	176.14
Net income	\$35,926.03
Dividends declared, 10 per cent	38,500.00
Deficit for year ending June 30, 1892	\$2,573.97
Balance profit and loss account June 30, 1891, surplus	263,208.57
Total profit and loss account, surplus	\$260,634.60
Deduct debit balance charged off	45,391.30
Balance profit and loss account June 30, 1892, surplus	\$215,243.30
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$592,494.00
Total permanent investment	\$592,494.00
Cash \$8,229.30	
Total cash and current assets	8,229.30
Total	\$600,723.30

* The Peterborough Railroad is operated by the Boston & Maine Railroad under lease.

Capital stock :		
Common	\$385,000.00	
Total capital stock		\$385,000.00
Current liabilities :		
Dividends not called for	\$480.00	
Total current liabilities		480.00
Profit and loss balance		215,243.30
Total		\$600,723.30
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.		
Due Boston & Maine Railroad Company, on account		\$2,700.00
Total (not included in balance sheet) . . .		\$2,700.00
CAPITAL STOCK.		
Capital stock authorized by charter . . .	\$600,000.00	
Capital stock authorized by votes of company	600,000.00	
Capital stock issued (number of shares, 3,850); amount paid in		\$385,000.00
Total amount paid in as per books of the com- pany		\$385,000.00
Total number of stockholders	285	
Number of stockholders in New Hampshire . .	258	
Amount of stock held in New Hamp- shire	\$260,400.00	
Total amount of funded debt		\$385,000.00
DESCRIPTION OF ROAD OWNED.		
Main line of road from Wilton to Greenfield, N. H.	10.50 miles.	
Main line of road in New Hampshire	10.50 "	
Total road belonging to this company	10.50 "	
Total length of tracks laid with steel rails . .	10.50 "	
Number of stations on all roads owned by this com- pany	4	
Same in New Hampshire	4	

NAMES AND RESIDENCES OF OFFICERS.

Edward Spalding, *President*, Nashua, N. H. ; B. B. Whittemore, *Auditor*, Nashua, N. H. ; Gilman C. Shattuck, *Treasurer*, Nashua, N. H. ; Harry W. Ramsdell, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Edward Spalding, George A. Ramsdell, Virgil C. Gilman, Nashua, N. H. ; Thomas B. Eaton, Worcester, Mass. ; C. E. A. Bartlett, Lowell, Mass. ; George H. Ball, S. A. B. Abbott, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD,
NASHUA, N. H.

EDWARD SPALDING,
President.
GILMAN C. SHATTUCK,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. NASHUA, N. H., September 29, 1892. Then personally appeared Edward Spalding and Gilman C. Shattuck, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM E. SPALDING,
Justice of the Peace.

REPORT

OF THE

NASHUA & LOWELL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$73,000.00
Interest on notes owned	17,000.00
Miscellaneous income	242.50
Interest accrued but not yet collected	350.00
Total income	\$90,592.50
Salaries and maintenance of organization \$1,619.11	
Interest on funded debt accrued . . . 17,000.00	
Total deductions	18,619.11
Net income	\$71,973.39
Dividends declared, 9 per cent	72,000.00
Deficit for year ending June 30, 1892	\$26.61
Balance profit and loss account June 30, 1891, surplus	108,406.90
Balance profit and loss account, June 30, 1892, surplus	\$108,030.29
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$684,867.07
Cost of equipment	218,242.95
Bonds	300,000.00
Total permanent investments	\$1,203,110.02

Cash	\$2,405.27	
Due from solvent companies and other individuals	5,000.00	
Total cash and current assets		\$7,405.27
Total		\$1,210,515.29
Capital stock:		
Common	\$800,000.00	
Total capital stock		\$800,000.00
Funded debt		300,000.00
Current liabilities:		
Dividends not called for	\$1,936.00	
Matured interest coupons unpaid (including coupons due July 1)	549.00	
Total current liabilities		2,485.00
Profit and loss balance		108,030.29
Total		\$1,210,515.29
CAPITAL STOCK.		
Capital stock authorized by charter	\$800,000.00	
Capital stock authorized by votes of company	800,000.00	
Capital stock issued (number of shares, 8,000); amount paid in		\$800,000.00
Total amount paid in as per books of the company		\$800,000.00
Total number of stockholders	394	
Number of stockholders in New Hampshire	216	
Amount of stock held in New Hampshire	\$292,700.00	
FUNDED DEBT.		
Funded debt, as follows:		
Gold bonds due August 1, 1893; rate of interest, 6 per cent		\$200,000.00
Interest paid on same during the year	\$12,000.00	
5 per cent bonds due July 1, 1900; rate of interest, 5 per cent		100,000.00
Interest paid on same during the year	\$5,000.00	
Total amount of funded debt		\$300,000.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Nashua to Lowell . . .	14.50 miles.
Main line of road in New Hampshire	5.25 "
Main line of road in Massachusetts	9.25 "
Double track on main line	14.50 "
Same in New Hampshire	5.25 "
Total road belonging to this company	14.50 "
Sidings and other tracks not before enumerated .	10.33 "
Same in New Hampshire	4.96 "
Total length of track owned, computed as single track	39.33 "
Same in New Hampshire	15.46 "
Total length of track laid with steel rails, all.	

NAMES AND RESIDENCES OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass; W. W. Bailey, *Treasurer*, Nashua, N. H.; W. A. Lovering, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

F. A. Brooks, Boston, Mass.; G. K. Richardson, Boston, Mass.; C. E. A. Bartlett, Chelmsford, Mass.; W. W. Bailey, Nashua, N. H.

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL R. R. CORPORATION,
NASHUA, N. H.

F. A. BROOKS,
President.

W. W. BAILEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. September 14, 1892. Then personally appeared Francis A. Brooks, president, and William W. Bailey, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED S. HALL,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH & HILLSBOROUGH RAIL- ROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$209,298.44
Total permanent investments	\$209,298.44
Other assets:	
Northern R. R.	\$925.00
Total other assets	925.00
Profit and loss balance	120,583.83
Total	\$330,807.27
Capital stock:	
Common	\$45,000.00
Total capital stock	\$45,000.00
Funded debt	165,000.00
Current liabilities:	
Matured interest coupons unpaid (including coupons due July 1)	112,181.25
Gratuity	8,626.02
Total	\$330,807.27

CAPITAL STOCK.	
Capital stock authorized by charter	\$200,000.00
Capital stock authorized by votes of company	45,000.00
Capital stock issued (number of shares, 450); amount paid in	\$45,000.00
Total amount paid in as per books of the company	\$45,000.00
Total number of stockholders	1
Number of stockholders in New Hampshire	1
Amount of stock held in New Hampshire	\$45,000.00
FUNDED DEBT.	
Funded debt, as follows:	
\$100,000.00 bonds due April 30, 1887; rate of interest, $4\frac{1}{4}$ per cent	\$100,000.00
\$65,000.00 bonds due April 30, 1887; rate of interest, 7 per cent	65,000.00
Total amount of funded debt	\$165,000.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George U. Crocker, *Treasurer*, Boston, Mass.; Walter D. Hardy, *Clerk of Corporation*, Franklin, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

A. W. Sulloway, Franklin, N. H.; George E. Todd and Enoch Gerrish, Concord, N. H.; Wyman Pattee, Enfield, N. H.; John C. Campbell, Hillsborough, N. H.; Seth M. Richards, Newport, N. H., and William Power Wilson, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH & HILLSBOROUGH RAILROAD,

GEORGE U. CROCKER, *Treasurer*,

19 MILK STREET, BOSTON.

A. W. SULLOWAY,
President.
GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. December 13, 1892. Then personally appeared Alvah W. Sulloway and George U. Crocker and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE G. CROCKER,
Justice of the Peace.

REPORT

OF THE

MANCHESTER & LAWRENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$102,000.00
Dividends on stock owned:	
Mt. Washington R. R., 37	
shares	\$370.00
Suncook Valley R. R., 420 $\frac{1}{2}$	
shares	2,522.40
	<u>\$2,892.40</u>
Miscellaneous income, less expenses	857.50
	<u>3,749.90</u>
Total income	\$105,749.90
Salaries and maintenance of organization	\$2,267.91
Other deductions	7,936.50
	<u>10,204.41</u>
Total deductions	10,204.41
Net income	\$95,545.49
Dividends declared, 10 per cent	100,000.00
Deficit for the year ending June 30, 1892	\$4,454.51
Balance profit and loss account June 30, 1891, surplus	117,092.14
Balance profit and loss account June 30, 1892, surplus	\$112,637.63
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road and equipment	\$1,000,000.00
Cost of telegraph	4,770.35
Hooksett branch	18,000.00

Stock of Suncook Valley R. R.	\$42,040.00	
Stock of Mt. Washington R. R.	3,700.00	
		\$45,740.00
Lands in Manchester, N. H.		274,298.53
Total permanent investments		\$1,342,808.88
Cash and current assets	\$18,803.25	
Due from solvent companies and other individuals	32,000.00	
Total cash and current assets		50,803.25
Total		\$1,393,612.13
Capital stock:		
Common	\$1,000,000.00	
Total capital stock		\$1,000,000.00
Funded debt		274,000.00
Current liabilities:		
Dividends not called for	\$6,974.50	
Total current liabilities		6,974.50
Profit and loss balance		112,637.63
Total		\$1,393,612.13
CAPITAL STOCK.		
Capital stock authorized by charter	\$1,000,000.00	
Capital stock authorized by votes of company	1,000,000.00	
Capital stock issued (number of shares, 10,000); amount paid in		\$1,000,000.00
Total amount paid in as per books of the company		\$1,000,000.00
Total number of stockholders	582	
Number of stockholders in New Hampshire	313	
Amount of stock held in New Hampshire	\$610,600.00	
FUNDED DEBT.		
Funded debt as follows:		
Bonds due January 1, 1922; rate of interest, 4 per cent		\$274,000.00
Series "A" issued for the purchase of real estate in Manchester, N. H., but not secured by mortgage. The interest is guaranteed and paid by the Boston & Maine R. R.		
Total amount of funded debt		\$274,000.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Manchester, N. H., to State Line of Massachusetts	22.39 miles.

NAMES AND RESIDENCES OF OFFICERS.

Charles A. Sinclair, *President*, Portsmouth, N. H.; Henry Chandler, *Treasurer*, Manchester, N. H.; Charles B. Gafney, *Clerk of Corporation*, Rochester, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles A. Sinclair, Portsmouth, N. H.; George B. Chandler, Manchester, N. H.; Herman F. Straw, Manchester, N. H.; John W. Sanborn, Wakefield, N. H.; Elisha R. Brown, Dover, N. H.; William P. Fowler, Boston, Mass.; George W. Armstrong, Brookline, Mass.

HENRY CHANDLER,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. December 22, 1892. Then personally appeared Henry Chandler, treasurer, of Manchester & Lawrence R. R., and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

PORTLAND & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$249,865.18
Less operating expenses	203,217.14
Income from operation	\$46,148.04
Miscellaneous income, less expenses	7,189.47
Total income	\$53,337.51
Deductions from income:	
Interest and discount on interest bearing current liabilities	\$1,135.86
Taxes	4,103.85
Total deductions from income	5,239.71
Net income	\$48,097.80
Back Bay improvement	\$4,055.21
Real estate	7,359.52
Dividends declared, 6 per cent, on common stock	35,524.22
Total	46,938.95
Surplus for the year ending June 30, 1892	\$1,158.85
Balance profit and loss account June 30, 1891, surplus	111,914.64
Balance profit and loss account June 30, 1892, surplus	\$113,073.49

EARNINGS FROM OPERATION.	
Passenger revenue	\$98,578.87
Less repayments:	
Tickets redeemed	\$69.88
Excess fares refunded	305.95
Other repayments	100.03
Total deductions	475.86
Total passenger revenue	\$98,103.01
Mail	7,356.73
Express	2,948.99
Total passenger earnings	\$108,408.73
Freight revenue	\$143,019.64
Less repayments:	
Overcharge to shippers	\$2,013.19
Other repayments	50.00
Total deductions	2,063.19
Total freight revenue	\$140,956.45
Total freight earnings	\$140,956.45
Total passenger and freight earnings	\$249,365.18
Total gross earnings from operation	\$249,365.18
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$28,411.60
Renewals of rails	4,406.60
Renewals of ties	7,964.35
Repairs of bridges and culverts	2,020.51
Repairs of fences, road crossings, signs, and cattle guards	2,067.88
Repairs of buildings, including new buildings	11,478.82
Repairs of docks and wharves	187.57
Other expenses	13.70
Total	\$56,551.03
Maintenance of equipment:	
Repairs and renewals of locomotives	\$10,156.25
Repairs and renewals of passenger cars, including new cars	17,088.98
Repairs and renewals of freight cars	6,908.51

Shops, machinery, tools, etc.	\$828.03
Other expenses	18.14
Total	<u>\$40,999.91</u>
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$16,810.62
Fuel for locomotives	22,713.95
Water supplies for locomotives	985.99
All other supplies for locomotives	1,551.57
Wages of other trainmen	11,535.52
All other train supplies	847.69
Wages of switchmen, flagmen, and watchmen	7,194.98
Expense of telegraph, including train dispatchers and operators	2,137.32
Wages of station agents, clerks, and laborers	15,618.77
Station supplies	2,415.60
Car mileage — balances	1,289.57
Loss and damage	292.02
Injuries to persons	1,155.40
Other expenses	682.09
Total	<u>\$85,231.09</u>
General expenses :	
Salaries of officers	\$8,800.00
Salaries of clerks	3,345.49
General office expenses and supplies	677.11
Advertising	586.42
Insurance	760.67
Rentals not otherwise provided for	399.96
Legal expenses	2,445.09
Stationery and printing	2,636.66
Other general expenses	783.71
Total	<u>\$20,435.11</u>
Recapitulation of expenses :	
Maintenance of way and structures	\$56,551.03
Maintenance of equipment	40,999.91
Conducting transportation	85,281.09
General expenses	20,435.11
Grand total	<u>\$203,217.14</u>
Percentage of operating expenses to earnings	81.49

GENERAL BALANCE SHEET.	
Cost of road and equipment	\$592,070.45
Lands in Maine	109,031.01
Cash	\$8,847.89
Bills receivable	250.00
Net traffic balance from other companies	1,675.57
Due from solvent companies and other individuals	18,955.07
Other cash assets, due from "Union Branch"	113,469.62
Total cash and current assets	143,198.15
Other assets :	
Materials and supplies	\$16,576.77
Total other assets	16,576.77
Total	\$860,876.38
Capital stock :	
Common	\$592,070.45
Total capital stock	\$592,070.45
Current liabilities :	
Loans and bills payable	\$137,000.00
Audited vouchers and accounts	18,732.44
Total current liabilities	155,732.44
Profit and loss balance	113,073.49
Total	\$860,876.38
CAPITAL STOCK.	
Capital stock authorized by charter	\$600,000.00
Capital stock authorized by votes of company	600,000.00
Capital stock issued (number of shares, 5,919) ; amount paid in	\$591,900.00
Capital stock paid in on scrip issued	170.45
Total amount paid in as per books of the company	\$592,070.45
Total number of stockholders	93
Number of stockholders in New Hampshire	3
Amount of stock held in New Hampshire	\$1,100.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic :	
Number of passengers carried earning revenue	338,699

Number of passengers carried one mile	3,581,388	
Average of distance carried	10.57	
Total passenger revenue		\$98,108.01
Average amount received from each passenger		.28964
Average receipts per passenger per mile		.02739
Passenger earnings per mile of road		2,012.78
Passenger earnings per train mile		.77202
Freight traffic:		
Number of tons carried of freight earning revenue	186,848	
Number of tons carried one mile	6,649,000	
Average distance haul of one ton	4.268	
Total freight revenue		\$140,956.45
Average amount received for each ton of freight		.75433
Average receipts per ton per mile		.02120
Freight earnings per mile of road		2,617.08
Freight earnings per train mile		1.76816
Train mileage:		
Miles run by passenger trains		140,421
Miles run by freight trains		79,719
Total mileage trains earning revenue		220,140
Miles run by switching trains		30,849
Miles run by construction and other trains		22,624
Total train mileage		273,613
Average number of persons employed	196	
RATES OF FARE.		
Average rate of fare per mile received for local tickets		2.980 cents.
Average rate of fare per mile received for mileage tickets		2.500 "
Average rate of fare per mile received for season tickets		1.060 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies		2.980 "
RATES OF FREIGHT.		
Average rate per ton per mile received from freight way-billed local		3.942 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies		1.580 "

DESCRIPTION OF ROAD OWNED.	
Main line of road from Portland, Me., to Rochester .	53.86 miles.
Main line of road in New Hampshire	3.50 "
Main line of road in Maine	50.86 "
Branches owned by company, viz.:	
Union Branch connecting Preble Street Station with Union Station at Portland, Me.	1.12 "
Total length of branches owned by company	1.12 "
Total road belonging to this company	54.98 "
Sidings and other tracks not before enumerated	15.85 "
Same in New Hampshire	1.50 "
Total length of track owned, computed as single track Same in New Hampshire	70.83 "
Total length of tracks laid with steel rails	5.00 "
Total miles of road operated by this company	57.13 "
Total miles of road operated by this company in New Hampshire	54.98 "
Number of stations in New Hampshire, on all roads operated by this company	3.50 "
Number of telegraph offices in same	2
Number of stations on all roads owned by this com- pany	2
Same in New Hampshire	17
	1

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with patent coupler.
Passenger locomotives.....	7	.....	40	35½	} 8	.....
Freight ".....	3	.....	47	45		1
Other ".....	1	.....	27	.....		.....
Total.....	11	11	.....	.....	8	1
Passenger cars.....	12	.....	28½	25	10	10
Combination cars.....	4	.....	.....	.....	4	4
Baggage, mail, and express cars ..	3	.....	.....	13	3	3
Smoking car.....	1	.....	.....	25	.....	.....
Total.....	20	20	.....	.....	.....	17
Box freight cars (basis of 8 wheels). ..	91	.....	.....	9	.....	.....
Coal freight cars " ".....	.....	.....	.....	8	.....	.....
Flat freight cars " ".....	20	.....	.....	7½	.....	.....
Other freight cars " ".....	133	.....	.....	.....	.....	.....
Total.....	244	244	.....	.....	.....	.....

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with patent coupler.
Gravel cars in company's service..	31	.....	.....	.....	.....	.....
Derrick cars	1	.....	.....	.....	.....	.....
Caboose cars	4	.....	.....	.....	.....	.....
Other road cars	2	.....	.....	.....	.....	.....
Wrecking cars and steam shovel in company's service.....	1	.....	.....	.....	.....	.....
Total	39	39	.....	.....	.....	.....

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 17.

Number of cars in passenger equipment with twelve wheels fitted with brakes for all wheels, none.

GENERAL INFORMATION.

Highway and Railroad Crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade . . .	5
Number of railroad crossings at grade . . .	2
Portsmouth, Great Falls & Conway R. R. at Rochester.	
Dover & Winnepesaukee R. R.	
Number of new ties laid in New Hampshire . . .	300

NAMES AND RESIDENCES OF OFFICERS.

George P. Wescott, *President*; N. & H. H. Cleaves, *General Counsel*;
J. W. Peters, *Superintendent*; T. F. Tolman, *General Freight Agent*;
Charles J. Wiggins, *General Passenger Agent*; William H. Conant,
Treasurer and Clerk of Corporation.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George P. Wescott, Nathan Webb, C. McCarthy, Jr., William Z. Daire, Portland, Me; Frank Jones, Portsmouth, N. H.; Joseph S. Ricker, Deering, Me.; Stephen J. Young, Brunswick, Me.; Arthur Sewall, Bath, Me.; Frederick Robie, Gorham, Me.

PROPER ADDRESS OF THE COMPANY.

PORTLAND & ROCHESTER RAILROAD,
PORTLAND, ME.

GEO. P. WESCOTT,
President.

JOS. W. PETERS,
Superintendent.

WM. H. CONANT,
Treasurer and Clerk.

STATE OF MAINE.

CUMBERLAND ss. PORTLAND, October 26, 1892. Then personally appeared George S. Wescott, Joseph W. Peters, and William H. Conant, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. C. HEESEY,
Justice of the Peace.

REPORT

OF THE

CONCORD & MONTREAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$2,334,661.90
Less operating expenses	1,641,559.28
Income from operation	\$693,102.62
Dividends on stocks owned	\$4,420.00
Miscellaneous income, less expenses	30,417.39
Income from other sources	34,837.39
Total income	\$727,940.01
Deductions from income:	
Interest on funded debt accrued during the year	\$233,380.53
Interest and discount on interest bearing current liabilities	75,517.79
Taxes	102,425.77
Rentals	73,564.63
Total deductions from income	484,888.72
Net income	\$243,051.29
Dividends declared, 6 per cent on Class 1	\$48,000.00
Dividends declared, 2 per cent on Class 2	10,808.00
Dividends declared, 6 per cent on Class 4	180,000.00
Total	238,808.00
Surplus for the year ending June 30, 1892	\$4,243.29

Balance profit and loss account June 30, 1891, surplus	\$405,788.65
Total profit and loss account, surplus	\$410,026.94
Charged out for state tax	\$2,956.19
Charged out for interest on bonds	856.68
Boston, Concord & Montreal material account	157,879.22
	161,692.09
Total	\$571,719.03
Amount paid for fire insurance	\$783.18
" " accident insurance	9,375.00
" " old claims Northern	
R. R.	10,000.00
Amount paid for old claims Hooksett accident	700.00
Boston, Concord & Montreal cars sold by Boston & Lowell R. R.	2,250.00
	23,108.18
Balance profit and loss account June 30, 1892, surplus	\$548,610.85
EARNINGS FROM OPERATION.	
Passenger revenue	\$924,158.04
Total passenger revenue	\$924,158.04
Mail	39,274.51
Express	39,600.00
Other items	6,300.81
Total passenger earnings	\$1,009,333.36
Freight revenue	\$1,307,887.12
Total freight revenue	\$1,307,887.12
Total freight earnings	\$1,307,887.12
Total passenger and freight earnings	\$2,317,220.48
Rentals not otherwise provided for	\$17,441.42
Total other earnings	17,441.42
Total gross earnings from operation	\$2,334,661.90
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$113,918.62
Renewals of rails	61,057.24

Renewals of ties	\$78,004.34
Repairs of bridges and culverts	81,138.70
Repairs of fences, road crossings, signs, and cattle guards	7,578.79
Repairs of buildings	45,192.58
Repairs of docks and wharves	2,666.24
Total	<u>\$389,556.51</u>
Maintenance of equipment :	
Repairs and renewals of locomotives	\$74,901.27
Repairs and renewals of passenger cars	43,075.82
Repairs and renewals of freight cars	89,201.13
Shop machinery, tools, etc.	22,290.23
Total	<u>\$229,468.45</u>
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$154,879.69
Fuel for locomotives	234,908.99
Water supplies for locomotives	10,152.00
All other supplies for locomotives	10,260.80
Wages of other trainmen	156,814.36
All other train supplies	14,939.04
Wages of switchmen, flagmen, and watchmen	41,686.64
Expense of telegraph, including train dispatchers and operators	17,313.25
Wages of station agents, clerks, and laborers	90,708.89
Station supplies	34,792.86
Car mileages — balances	40,161.45
Loss and damage	4,745.24
Injuries to persons	8,774.17
Total	<u>\$820,137.88</u>
General expenses :	
Salaries of officers	\$56,619.09
Salaries of clerks	42,787.24
Agencies, including salaries and rents	4,888.09
Advertising	12,809.82
Insurance	6,851.13
Legal expenses	45,116.22
Stationery and printing	20,200.35
Other general expenses	13,125.00
Total	<u>\$202,396.94</u>
Recapitulation of expenses :	
Maintenance of way and structures	\$389,556.51
Maintenance of equipment	229,468.45

Conducting transportation	\$820,137.38
General expenses	202,396.94
Grand total	<u>\$1,641,559.28</u>
Percentage of operating expenses to earnings . . .	70.3
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry	\$67,844.61
Bridging	29,158.27
Superstructure, including rails	100,915.92
Lands, land damages, and fences	11,883.64
Passenger and freight stations, wood-sheds and water-stations	73,205.73
Engine-houses, car-sheds, and turntables	713.48
Total for construction	<u>\$283,721.65</u>
Other expenditures charged to property account:	
Steam heating for passenger and baggage cars	12,393.33
Total charges to property accounts	<u>\$296,114.98</u>
Net addition to property account for the year . . .	<u>\$296,114.98</u>
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$7,981,007.15
Cost of equipment	444,108.56
Bonds of South Eastern R. R.	40,000.00
Stock of sundry corporations	1,435,073.85
Other permanent investments	4,078,363.70
Total permanent investments	<u>\$10,978,553.26</u>
Cash	\$1,769.78
Bills receivable	61,224.88
Due from agents and net traffic balance from other companies	34,096.93
Due from solvent companies and other individuals	217,771.10
Total cash and current assets	<u>314,862.69</u>
Other assets:	
Materials and supplies	\$432,905.88
Total other assets	<u>432,905.88</u>
Total	<u>\$11,726,321.83</u>

Capital stock, class 1	\$800,000.00	
" " 2	540,400.00	
" " 3	459,600.00	
" " 4	3,000,000.00	
Total capital stock		\$4,800,000.00
Funded debt:		
Boston, Concord & Montreal R. R.,		
6 per cent	\$500.00	
Boston, Concord & Montreal R. R.,		
6 per cent	475,300.00	
Boston, Concord & Montreal R. R.,		
7 per cent	1,242,000.00	
Boston, Concord & Montreal R. R.,		
6 per cent	500,000.00	
Concord & Montreal R. R., 4 per		
cent	2,457,000.00	
		4,674,800.00
Current liabilities:		
Loans and bills payable	\$1,592,000.00	
Audited vouchers and accounts	83,265.68	
Net traffic balances due to other		
companies and agents	8,494.30	
Dividends not called for	6,566.00	
Rentals due July 1	12,585.00	
Total current liabilities		1,702,910.98
Profit and loss balance		548,610.85
Total		\$11,726,321.83
CAPITAL STOCK.		
Capital stock authorized by charter	\$6,000,000.00	
Capital stock authorized by votes of		
company	6,000,000.00	
Capital stock issued (number of shares, 48,000);		
amount paid in		\$4,800,000.00
Total amount paid in as per books of the com-		
pany		\$4,800,000.00
Total number of stockholders	2,200	
Number of stockholders in New Hampshire	1,366	
Amount of stock held in New Hamp-		
shire	\$3,600,800.00	

FUNDED DEBT.	
Funded debt, as follows:	
Boston, Concord & Montreal bonds; rate of interest, 6 per cent	\$500.00
Boston, Concord & Montreal bonds due 1893; rate of interest, 6 per cent	475,300.00
Interest paid on same during the year	\$34,137.81
Boston, Concord & Montreal bonds due 1893; rate of interest, 7 per cent	1,242,000.00
Interest paid on same during the year	\$95,490.05
Boston, Concord & Montreal bonds due 1911; rate of interest, 6 per cent	500,000.00
Interest paid on same during the year	\$30,000.00
Concord & Montreal bonds due 1920; rate of interest, 4 per cent	2,457,000.00
Interest paid on same during the year	\$78,752.67
All of above bonds secured by mortgage.	
Total amount of funded debt	\$4,674,800.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	1,755,616
Number of passengers carried one mile	46,115,766
Average of distance carried	26.26
Total passenger revenue	\$924,158.04
Average amount received from each passenger	.5264
Average receipts per passenger per mile	.02004
Passenger earnings per mile of road	2,393.14624
Passenger earnings per train mile	1.02658
Freight traffic:	
Number of tons carried of freight earning revenue	2,148,349
Number of tons carried one mile	90,707,424
Average distance haul of one ton	42.22
Total freight revenue	1,307,887.12
Average amount received for each ton of freight	.60879
Average receipts per ton per mile	.01442
Freight earnings per mile of road	3,101.02219
Freight earnings per train mile	1.64308

Train mileage:	
Miles run by passenger trains	983.191
Miles run by freight trains	795.999
Total mileage trains earning revenue	1,779.190
Miles run by switching trains	570.185
Miles run by construction and other trains . .	135.998
Total train mileage	2,485.373
Average number of persons employed	2,274
RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.06 cents.
Average rate of fare per mile received for mileage tickets	2 "
Average rate of fare per mile received for season tickets	.85 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	1.74 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	1.78 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	.92 "
DESCRIPTION OF ROAD OWNED.	
Main line of road	181.00 miles.
Main line of road in New Hampshire	181.00 "
Double track on main line	34.53 "
Same in New Hampshire	34.53 "
Branches owned by company, viz.:	
Wing road to Base station (single track)	20.30 "
Hooksett to Suncook (single track)	2.50 "
Manchester to North Weare (single track)	19.00 "
Whitefield to Jefferson (single track)	13.00 "
Lake Village to Alton Bay (single track)	16.89 "
Belmont Junction to Belmont (single track) . . .	4.16 "
Pittsfield to Centre Barnstead (single track) . .	4.45 "
Nashua to North Acton (single track)	20.83 "
Total length of branches owned by company . . .	101.13 "
Total length of branches owned by company in New Hampshire	84.87 "

Total length of branches owned by company in other States	16.26 miles.
Total road belonging to this company	282.13 "
One half of Manchester & Keene R. R. owned by this company. Total length, 29.59 miles.	
Zealand Valley R. R., right of way furnished by J. E. Henry & Sons, and superstructure by this company. As fast as completed, deed of land given by J. E. Henry & Sons. Length, 7 miles; 4 miles of track having been removed during the year.	
Kilkenny Lumber Company R. R., length 14.43 miles.	
Tract of Old Colony R. R., used North Acton to Concord Junction, 4 miles.	
Sidings and other tracks not before enumerated	118.24 "
Same in New Hampshire	115.60 "
Total length of track owned, computed as single track	434.90 "
Same in New Hampshire	416.00 "
Total length of tracks laid with steel rails	419.74 "
[Weights per yard, 50, 56, 60, 67, and 72 lbs.]	
<i>Roads and Branches belonging to other Companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Concord & Portsmouth R. R.	47.50 miles.
Suncook Valley R. R.	17.37 "
Pemigewasset Valley R. R.	20.57 "
Total length of above roads	85.44 miles.
Total length of above roads in New Hampshire	85.41 "
Total miles of road operated by this company	422.59 "
Total miles of road operated by this company in New Hampshire	402.33 "
Number of stations in New Hampshire, on all roads operated by this company	133
Number of telegraph offices in same	75
Number of stations on all roads owned by this company	102
Same in New Hampshire	94

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	49	49	184,300	121,601	49	6	.....
Freight ".....	31	31	183,150	142,628	2	11	.....
Other ".....	26	26	136,750	94,222	3	7	.....
Total.....	106	106	.....	.....	54	24	.....
Passenger cars.....	72	72	53,670	41,600	72	.....	72
Combination cars.....	22	22	53,560	37,500	22	.....	22
Baggage, mail, and express cars..	25	25	41,300	37,290	25	.....	25
Parlor cars.....	10	10	74,700	63,480	10	.....	10
Directors' and pay cars.....	1	1	.....	.....	1	.....	1
Other cars.....	8	8	.....	.....	8	.....	8
Total.....	138	138	.....	.....	138	.....	138
Box freight cars (basis of 8 wheels)	604	604	25,300	20,563	.....	.....	313
Stock freight cars " "	15	15	25,650	22,460	.....	.....	6
Coal freight cars " "	342	342	23,800	20,669	.....	.....	342
Flat freight cars " "	1,128	1,128	21,300	17,585	.....	.....	330
Other freight cars " "	271	271	32,600	24,473	.....	.....	9
Total.....	2,360	2,360	.....	.....	.....	.....	1,000
Gravel cars in company's service	68	68	.....	.....	.....	.....	.....
Derrick cars " "	7	7	.....	.....	.....	.....	.....
Caboose cars " "	35	35	.....	.....	.....	.....	.....
Other road cars " "	33	33	.....	.....	.....	.....	.....
Total.....	143	143	.....	.....	.....	.....	.....

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 130.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers								
Employés			7		7			
Others			4		4			
Total			11		11			

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

August 1, 1891. — At Groveton, George E. Cutting, cleaner, had his legs run over while pulling pin between engine and car.

August 5. — At Littleton, Napoleon Tulip, deaf and dumb child, struck by engine and killed.

August 26. — At Manchester, an unknown man found on track dead.

November 25. — At Nashua, J. Duquette, conductor, had his leg broken and sustained other injuries by slipping, while pulling pin between two cars.

December 10. — At North Haverhill, Frank Tabor, section foreman, was struck by engine of express train No. 53 and killed, while attempting to pick up plank from between rails.

January 9, 1892. — At Manchester, George R. Watson, Hinsdale, passenger, had both legs cut off while attempting to board Boston & Maine train No. 257, after it had started.

January 18. — At Manchester, William Tyler, trespasser, was struck by train No. 71, receiving fatal injuries.

January 27. — At Portsmouth, George Greeno, coal shoveller, fell from upper floor of Walker's coal pocket into Steamer "Harrisburg," and was instantly killed.

February 17. — At Concord, G. Collins, switchman, was run over by shifting engine and killed.

May 12. — At Manchester, John Shea, employé in the freight house, fell from top of box car; the train passed over his body killing him instantly.

June 11. — At Meredith, Fred Bennett, sectionman, was run over by engine of night express and killed. From all appearances Mr. Bennett was intoxicated and lying on the track.

June 28. — At Manchester, J. Carmody, trespasser, 13 years of age, foot caught between plank walk and rail, and was run over by engine of freight train and killed.

GENERAL INFORMATION.

Highway and Railroad Crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade . . .	208
“ “ “ over railroad . . .	29
“ “ “ under railroad . . .	12
Number of highway bridges 18 feet above track . . .	9
Number of highway bridges less than 18 feet above track . . .	20
Number of crossings at which gates or flagmen are maintained . . .	17
Number of crossings at which there are neither signals nor flagman . . .	191
Number of railroad crossings at grade . . .	6
Boston & Maine R. R., Lowell system, Nashua.	
“ “ “ Worcester, Nashua & Portsmouth division, Nashua.	
Maine Central R. R., Scott's Junction.	
“ “ Whitefield.	
“ “ Jefferson.	
“ “ Lancaster.	

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Location.	Description.	Cost during year.
Bath, Upper Bridge		\$10,409.28
Manchester		43,420.54
Kelley's Falls		13,584.74
Manchester, Second street		1,733.71
Plymouth Intervale		508.33
Northumberland		175.97
Twin Mountain		795.00
Manchester, Beech street		883.38
Lakeport		1,778.72
Manchester	Culverts under new tracks .	245.00
Suncook		3,777.00

<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging	5,158 feet.
Total amount expended for repairs and renewals of bridges \$111,062.97	
Number of new ties laid in New Hampshire:	
Concord & Montreal R. R.	120,990 ties.
Nashua, Acton & Boston R. R.	6,045 "
Concord & Portsmouth R. R.	19,871 "
Manchester & North Weare R. R.	5,467 "
Tilton & Belmont R. R.	426 "
Lake Shore R. R.	311 "
Pemigewasset Valley R. R.	5,628 "
Whitefield & Jefferson R. R.	4,019 "
Kilkenny R. R.	1,333 "
Suncook Valley R. R.	4,744 "
Total	168,834 ties.
Tons of steel rails laid in New Hampshire	3,546
Miles of iron track replaced by steel in New Hampshire:	
Manchester & North Weare R. R.	.76 miles.
Suncook Valley R. R.	1.00 "
Concord & Montreal R. R.	1.00 "
Total	2.76 miles.
Side tracks laid in New Hampshire:	
Concord & Montreal R. R.	63,742 feet.
Concord & Portsmouth R. R.	6,348 "
Whitefield & Jefferson R. R.	7,557 "
Nashua, Acton & Boston R. R.	660 "
Pemigewasset Valley R. R.	1,564 "
Manchester & North Weare R. R.	2,416 "
Tilton & Belmont R. R.	119 "
Suncook Valley R. R.	6,018 "
Kilkenny R. R.	322 "
Lake Shore R. R.	450 "

NAMES AND RESIDENCES OF OFFICERS.

Frederick Smyth, *President*, Manchester, N. H.; Benjamin A. Kimball, John H. Pearson, Charles A. Busiel, *Executive Committee*; T. A. Mackinnon, *General Manager*, Concord, N. H.; F. S. Streeter, J. M. Mitchell, *General Counsel*, Concord, N. H.; D. C. Prescott, *General Freight Agent*, Concord, N. H.; F. E. Brown, *General Passenger Agent*, Concord, N. H.; John A. Webster, *Treasurer*, Concord, N. H.; Frank S. Streeter, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frederick Smyth, Manchester, N. H.; Benjamin A. Kimball, Concord, N. H.; John H. Pearson, Concord, N. H.; Walter M. Parker, Manchester, N. H.; John A. White, Concord, N. H.; Alpha J. Pillsbury, Tilton, N. H.; Charles E. Tilton, Tilton, N. H.; Samuel S. Kimball, Concord, N. H.; Charles E. Morrison, Boston, Mass.; Lewis C. Pattee, Winchester, Mass.; Charles A. Busiel, Laconia, N. H.; Noah S. Clark, Manchester, N. H.; Hiram N. Turner, St. Johnsbury, Vt.

PROPER ADDRESS OF THE COMPANY.

THE CONCORD AND MONTREAL RAILROAD,
CONCORD, N. H.

FREDERICK SMYTH,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK SS. CONCORD, N. H., December 1, 1892. Then personally appeared Frederick Smyth, president, and John F. Webster, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

H. M. CAVIS,
Justice of the Peace.

REPORT

OF THE

PEMIGEWASSET VALLEY RAILROAD COMPANY *

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$30,204.00
Miscellaneous income, less expenses	300.00
Total income	\$30,504.00
Salaries and maintenance of organization	\$259.54
Total deductions	259.54
Net income	\$30,244.46
Dividends declared, 6 per cent, August 1, 1891, and February 1, 1892, 3 per cent each, paid by the Concord & Montreal Railroad, to stockholders of Pemigewasset Valley Railroad	30,204.00
Surplus for year ending June 30, 1892	\$40.46
Balance profit and loss account June 30, 1891, surplus	161.76
Balance profit and loss account June 30, 1892, surplus	\$202.22

* The Pemigewasset Valley Railroad was leased to the Boston, Concord & Montreal Railroad for the term of 100 years from February 1, 1882, and the Boston, Concord & Montreal Railroad afterward united with the Concord Railroad, forming the Concord & Montreal Railroad, which corporation now operates the Pemigewasset Valley Railroad under the original lease, and all information called for, which is not here given, will be found in the report of the Concord & Montreal Railroad.

GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$411,157.61
Cost of equipment	91,842.14
Total permanent investments	\$502,999.75
Cash for stock issued	\$503,400.00
Less cost of road and equipment	502,999.75
	\$400.25
Other cash assets, balance of income for organization	202.22
Total cash and current assets	602.47
Total	\$503,602.22
Capital stock :	
Common	\$503,400.00
Total capital stock	\$503,400.00
Profit and loss balance	202.22
Total	\$503,602.22
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.	
Unsettled claims for construction, to be paid by capital stock authorized by corporation, on which dividends are to be paid under the lease of the Pemigewasset Valley Railroad to the Boston, Con- cord & Montreal Railroad, assumed by the Concord & Montreal Railroad, estimated at	\$26,600.00
Total (not included in balance sheet)	\$26,600.00
CAPITAL STOCK.	
Capital stock authorized by charter	\$2,000,000.00
Capital stock authorized by votes of company	530,000.00
Capital stock issued (number of shares, 5,034); amount paid in	\$503,400.00
Total amount paid in as per books of the com- pany	\$503,400.00
Total number of stockholders	176
Number of stockholders in New Hampshire	126
Amount of stock held in New Hamp- shire	\$356,700.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Plymouth to Franconia and Branch from Campton to Livermore, estimated .	75.000 miles.
Main line of road in New Hampshire	75.000 "
Single track on main line	20.057 "
Same in New Hampshire	20.057 "
Total road belonging to this company	20.057 "
Sidings and other tracks not before enumerated (not including sidings built by the Boston, Concord & Montreal R. R., Boston & Lowell R. R., Concord R. R., and the Concord & Montreal R. R., of which this road has no account	.370 "
Same in New Hampshire	.370 "
[Weight per yard, 56 lbs.]	
Number of stations on all roads owned by this com- pany	8
Same in New Hampshire	8

NAMES AND RESIDENCES OF OFFICERS.

John J. Bell, *President*, Exeter, N. H.; Edward D. Harlow, *Treasurer*, Boston, Mass., 35 Congress Street; George H. Adams, *Clerk of Corporation*, Plymouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John J. Bell, Exeter, N. H.; Daniel Saunders, Lawrence, Mass.; Joseph W. Campbell, Woodstock, N. H.; John C. French, Manchester, N. H.; Henry Chandler, Manchester, N. H.; John J. Cilley, South Deerfield, N. H.; George W. Hills, Lawrence, Mass.; James A. Weston, Manchester, N. H.; Charles H. Bowles, Plymouth, N. H.

PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD,

President's Office, EXETER, N. H.

Treasurer's Office, BOSTON, MASS.

Clerk's Office, PLYMOUTH, N. H.

EDWARD D. HARLOW,
President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, September 27, 1892. Then personally appeared Edward D. Harlow, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,
Notary Public.

REPORT

OF THE

CONCORD & PORTSMOUTH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$25,000.00
Total income	\$25,000.00
Salaries and maintenance of organization . \$350.00	
Other deductions 14.08	
Total deductions	364.08
Net income	\$24,635.92
Dividends declared, 7 per cent	24,500.00
Surplus for year ending June 30, 1892	\$135.92
Balance profit and loss account June 30, 1891, surplus	2,554.84
Balance profit and loss account June 30, 1892, surplus	\$2,690.76
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$350,000.00
Cash	2,690.76
Total	\$352,690.76

Capital stock :		
Common	\$350,000.00	
Total capital stock		\$350,000.00
Profit and loss balance		2,690.76
Total		\$352,690.76
CAPITAL STOCK.		
Capital stock authorized by charter .	\$500,000.00	
Capital stock authorized by votes of company	350,000.00	
Capital stock issued (number of shares, 3,500); amount paid in		\$350,000.00
Total amount paid in as per books of the company		\$350,000.00
Total number of stockholders	222	
Number of stockholders in New Hampshire	191	
Amount of stock held in New Hampshire	\$319,500.00	

NAMES AND RESIDENCES OF OFFICERS.

John J. Pickering, *President*, Portsmouth, N. H.; W. Byron Stearns, *Treasurer*, Manchester, N. H.; Wallace Hackett, *Clerk of Corporation*, Portsmouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John J. Pickering, Portsmouth, N. H.; Moody Currier, Nathan M. Parker, Manchester, N. H.; Joseph B. Walker, Concord, N. H.; John J. Bell, Exeter, N. H.; William A. Pierce, Greenland N. H.; Wallace Hackett, Portsmouth, N. H.

PROPER ADDRESS OF THE COMPANY.

CONCORD & PORTSMOUTH RAILROAD,
MANCHESTER, N. H.

JOHN J. PICKERING,
President.

W. BYRON STEARNS,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. November 30, 1892. Then personally appeared W. Byron Stearns and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

SUNCOOK VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$14,700.00
Total income	\$14,700.00
Salaries and maintenance of organization	276.25
Net income	\$14,423.75
Dividends declared, 6 per cent	14,400.00
Surplus for year ending June 30, 1892	\$23.75
Balance profit and loss account June 30, 1891, surplus	2,413.50
Balance profit and loss account June 30, 1892, surplus	\$2,437.25
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$348,199.19
Cash	2,437.25
Total	\$350,636.44
Capital stock :	
Common	\$341,700.00
Total capital stock	\$341,700.00
Contribution	8,696.00
Profit and loss balance	240.44
Total	\$350,636.44

CAPITAL STOCK.	
Capital stock authorized by charter	\$500,000.00
Capital stock authorized by votes of company	341,700.00
Capital stock issued (number of shares, 3,471); amount paid in	\$341,700.00
Total amount paid in as per books of the company	\$341,700.00
Total number of stockholders	136
Number of stockholders in New Hampshire	132
Amount of stock held in New Hampshire	\$332,200.00
Non-dividend paying stock included in above	\$98,700.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Suncook to Pittsfield, N. H.	17.37 miles.
Main line of road in New Hampshire	17.37 "
Total road belonging to this company	17.37 "
Sidings and other tracks not before enumerated	3.44 "
Same in New Hampshire	3.44 "
Total length of track owned, computed as single track	20.81 "
Same in New Hampshire	20.81 "
Total length of track laid with steel rails	11.37 "
[Weight per yard, 60 lbs.]	
Number of stations on all roads owned by this company	6
Same in New Hampshire	6

NAMES AND RESIDENCES OF OFFICERS.

John J. Bell, *President*, Exeter, N. H.; James A. Weston, *Treasurer*, Manchester, N. H.; Nathan P. Hunt, *Clerk of Corporation*, Manchester, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John J. Bell, Exeter, N. H.; William F. Head, Hooksett, N. H.; Reuben L. French, Pittsfield, N. H.; Charles H. Carpenter, Chichester, N. H.; Frederick Smyth, Manchester, N. H.

PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

JAMES A. WESTON, *Treasurer*,

MANCHESTER, N. H.

JOHN J. BELL,
President.

J. A. WESTON,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK ss. October 31, 1892. Then personally appeared John J. Bell, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JOHN F. WEBSTER,
Justice of the Peace.

REPORT

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$7,846,086.80
Less operating expenses	5,112,697.11
Income from operation	<u>\$2,233,389.69</u>
Interest on bonds owned:	
Boston, Barre & Gardner R. R. bonds	2,718.00
Total income	<u>\$2,236,107.69</u>
Deductions from income:	
Interest on funded debt accrued during the year	\$945,270.78
Interest and discount on interest bearing current liabilities	18,792.87
Taxes	224,081.89
Rentals:	
Vermont & Massachusetts R. R.	\$244,580.00
Troy & Bennington R. R.	15,400.00
Monadnock R. R.	1,000.00
	<u>260,980.00</u>
Total deductions from income	<u>1,449,125.04</u>
Net income	<u>\$786,982.65</u>

Dividends declared, 4 per cent on preferred stock	\$649,237.60
Surplus for the year ending June 30, 1892, credited to improvement fund	\$137,745.05
Balance profit and loss account June 30, 1891, surplus	\$273,197.11
Balance profit and loss account June 30, 1892, surplus	\$273,197.11
EARNINGS FROM OPERATION.	
Passenger revenue	\$2,122,345.10
Less repayments, tickets redeemed	18,190.95
Total passenger revenue	\$2,104,154.15
Mail	65,226.16
Express	159,420.00
Other items	40,385.68
Total passenger earnings	\$2,369,185.99
Freight revenue	\$4,743,346.65
Less repayments, overcharge to shippers	152,338.43
Total freight revenue	\$4,591,008.22
Other items	75,164.55
Total freight earnings	\$4,666,172.77
Total passenger and freight earnings	\$7,035,358.76
Other earnings from operation :	
Rents from tracks, yards, and terminals	\$7,500.00
Rentals not otherwise provided for	53,467.25
Other sources	59,259.66
Elevator, wharves, etc.	190,501.13
Total other earnings	310,728.04
Total gross earnings from operation	\$7,346,086.80
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$461,999.49
Renewals of rails	100,159.24
Renewals of ties	132,511.56

Repairs of bridges and culverts	\$40,551.46
Repairs of fences, road crossings, signs, and cattle guards	27,451.53
Repairs of buildings	124,263.95
Repairs of docks and wharves	3,049.06
Repairs of telegraph	2,133.18
Total	\$892,119.47
Maintenance of equipment:	
Repairs and renewals of locomotives	\$307,974.78
Repairs and renewals of passenger cars	75,617.68
Repairs and renewals of freight cars	317,694.85
Shop machinery, tools, etc.	28,634.50
Total	\$729,921.81
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$570,794.65
Fuel for locomotives	732,085.78
Water supplies for locomotives	31,547.12
All other supplies for locomotives	43,241.31
Wages of other trainmen	425,744.63
All other train supplies	49,036.46
Wages of switchmen, flagmen, and watchmen	311,142.18
Expense of telegraph, including train dispatchers and operators	67,469.62
Wages of station agents, clerks, and laborers	463,174.79
Station supplies	33,363.38
Car mileage — balances	214,768.02
Loss and damage	40,419.14
Injuries to persons	30,332.09
Total	\$3,013,139.17
General expenses:	
Salaries of officers	\$73,234.94
Salaries of clerks	101,066.91
General office expenses and supplies	22,025.67
Agencies, including salaries and rent	9,669.94
Advertising	16,527.79
Insurance	25,894.54
Expense of fast freight lines	48,062.87
Expense of traffic associations	4,094.15
Expense of stock yards and elevators	101,119.15
Rentals not otherwise provided for	13,248.08
Legal expenses	16,416.16
Stationery and printing	37,876.94
Other general expenses	8,279.52
Total	\$477,516.66

Recapitulation of expenses :	
Maintenance of way and structures	\$892,119.47
Maintenance of equipment	729,921.81
Conducting transportation	3,013,139.17
General expenses	477,516.66
Grand total	\$5,112,697.11
Percentage of operating expenses to earnings	69.597

PROPERTY ACCOUNTS : CHARGES AND CREDITS
DURING THE YEAR.

Lands, land damages, and fences	\$33,159.53	
Passenger and freight stations, wood-sheds, and water-stations	5,973.62	
Engine-houses, car-sheds, and turntables	11,256.79	
Purchase of other roads :		
Boston, Hoosac Tunnel & Western R. R.	12,000.00	
Cheshire R. R.	4,120.16	
Docks and elevators	56,666.78	
Construction not apportioned	109,367.23	
Total for construction		\$232,544.11
Locomotives (2)	\$15,236.00	
Passenger, mail, and baggage cars (14)	76,056.48	
Freight and other cars (47)	38,811.64	
Total for equipment		130,104.12
Total charges to property accounts		\$362,648.23
Net addition to property account for the year		\$362,648.23

GENERAL BALANCE SHEET, JUNE 30, 1892.

Cost of road	\$37,610,801.89
Cost of equipment	3,946,940.47
Stock of Monadnock R. R. Company	157,360.00
Vermont & Massachusetts R. R. improvements	1,544,526.91
Total permanent investments	\$43,259,629.27
Cash	\$452,973.81
Bills receivable	178,015.00
Due from agents	539,439.21
Net traffic balance from other companies	247,854.65

Due from solvent companies and other individuals	\$201,388.39	
Other cash assets	1,469,406.05	
Total cash and current assets		\$3,089,077.11
Other assets :		
Material and supplies	\$675,840.35	
Total other assets		675,840.35
Total		<u>\$47,024,546.73</u>
Capital stock :		
Common	\$7,000,000.00	
Preferred	16,497,600.00	
Total capital stock		\$23,497,600.00
Funded debt		20,821,000.00
Current liabilities :		
Loans and bills payable	\$650,000.00	
Audited vouchers and accounts	266,562.33	
Wages and salaries	118,939.67	
Net traffic balances due to other companies	374,911.33	
Dividends not called for	306,635.70	
Matured interest coupons unpaid (including coupons due July 1)	59,232.50	
Total current liabilities		1,776,281.58
Accrued liabilities :		
Accrued rentals not yet due	\$60,895.00	
Accrued interest not yet due	244,406.50	
Accrued taxes not yet due	147,660.65	
Total accrued liabilities		452,962.15
Improvement fund		203,505.94
Profit and loss balance		273,197.11
Total		<u>\$47,024,546.73</u>
CAPITAL STOCK.		
Capital stock authorized by charter :		
For double track, per mile	\$100,000.00	
For single track per mile	70,000.00	
For terminals at Boston	3,000,000.00	
Capital stock authorized by votes of company	23,497,600.00	

Capital stock issued (number of shares, 234,976) ; amount paid in	\$23,497,600.00
Total amount paid in as per books of the com- pany	\$23,497,600.00
Total number of stockholders	5,162
Number of stockholders in New Hampshire	323
Amount of stock held in New Hamp- shire	\$847,900.00
FUNDED DEBT.	
Funded debt as follows :	
Fitchburg R. R. Co.'s plain bonds due April 1, 1894 ; rate of interest, 7 per cent	\$500,000.00
Interest paid on same during the year	\$34,860.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1897 ; rate of interest, 6 per cent	500,000.00
Interest paid on same during the year	\$29,850.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1899 ; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$25,150.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1900 ; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$25,125.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1901 ; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$25,100.00
Fitchburg R. R. Co.'s plain bonds due April 1, 1902 ; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$25,000.00
Fitchburg R. R. Co.'s plain bonds due April 1, 1903 ; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$24,875.00
Fitchburg R. R. Co.'s plain bonds due March 1, 1904 ; rate of interest, 4 per cent	500,000.00
Interest paid on same during the year	\$20,020.00
Fitchburg R. R. Co.'s plain bonds due June 1, 1905 ; rate of interest, 4 per cent	500,000.00
Interest paid on same during the year	\$19,540.00

Fitchburg R. R. Co.'s plain bonds due February 1, 1937; rate of interest, $3\frac{1}{2}$ per cent	\$5,000,000.00
Interest paid on same during the year	\$150,000.00
Fitchburg R. R. Co.'s plain bonds due April 1, 1907; rate of interest, 4 per cent	1,500,000.00
Interest paid on same during the year	\$60,380.00
Fitchburg R. R. Co.'s plain bonds due September 1, 1897; rate of interest, $4\frac{1}{2}$ per cent	2,250,000.00
Interest paid on same during the year	\$101,025.00
Fitchburg R. R. Co.'s plain bonds due May 1, 1908; rate of interest, 5 per cent	2,000,000.00
Interest paid on same during the year	\$100,250.00
Fitchburg R. R. Co.'s plain bonds due March 1, 1899; rate of interest, 5 per cent	750,000.00
Interest paid on same during the year	\$37,550.00
Fitchburg R. R. Co.'s plain bonds due June 1, 1900; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$24,050.00
Fitchburg R. R. Co.'s plain bonds due June 1, 1920; rate of interest, 4 per cent	500,000.00
Interest paid on same during the year	\$19,540.00
Cheshire R. R. Co.'s plain bonds due July 1, 1896; rate of interest, 6 per cent	250,000.00
Interest paid on same during the year	\$14,850.00
Cheshire R. R. Co.'s plain bonds due July 1, 1898; rate of interest, 6 per cent	550,000.00
Interest paid on same during the year	\$32,595.00
Troy & Boston R. R. 1st mortgage bonds due July 1, 1924; rate of interest, 7 per cent . .	577,000.00
Interest paid on same during the year	\$40,040.00
Boston, Barre & Gardner R. R. 1st mortgage bonds due April 1, 1893; rate of interest, 5 per cent	299,700.00
Interest paid on same during the year	\$14,890.00
Boston, Barre & Gardner R. R. 1st mortgage bonds due April 1, 1893; rate of interest, 7 per cent	91,300.00
Interest paid on same during the year	\$6,282.50

Boston, Barre & Gardner R. R. 2d mortgage bonds due July 1, 1895; rate of interest, 3 per cent .	\$95,700.00
Interest paid on same during the year	\$5,619.00
Boston, Barre & Gardner R. R. 3d mortgage bonds due July 1, 1895; rate of interest, 6 per cent .	57,300.00
Interest paid on same during the year	\$3,438.00
Hoosac Tunnel, Deck & Elevator Co.'s mortgage note due April 5, 1893; rate of interest, 4½ per cent	500,000.00
Interest paid on same during the year	\$20,000.00
Boston, Hoosac Tunnel & Western R. R. debenture bonds due September 1, 1913; rate of interest, 5 per cent	1,400,000.00
Interest paid on same during the year	\$70,000.00
Monadnock R. R. mortgage bonds due July 1, 1897; rate of interest, 5 per cent	48,000.00
Interest paid on same during the year	\$1,125.00
Total amount of funded debt	\$2,089,000.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	7,842,031
Number of passengers carried one mile	109,802,633
Average of distance carried	14.97
Total passenger revenue	\$2,104,154.15
Average amount received from each passenger	.2866
Average receipts per passenger per mile	.0192
Passenger earnings per mile of road	4,822.50
Passenger earnings per train mile	.9467
Freight traffic:	
Number of tons carried of freight earning revenue	4,570,377
Number of tons carried one mile	496,160,278
Average distance haul of one ton	109
Total freight revenue	\$4,666,172.77
Average amount received for each ton of freight	1.02
Average receipts per ton per mile	.0094
Freight earnings per mile of road	10,694.38
Freight earnings per train mile	1.3752

Train mileage:	
Miles run by passenger trains	2,222,574
Miles run by freight trains	3,393,162
Total mileage trains earning revenue	5,615,736
Miles run by switching trains	1,072,004
Miles run by construction and other trains	71,065
Total train mileage	6,758,805
Average number of persons employed	5,121
RATES OF FARE.	
Average rate of fare per mile received for local tickets	1.98 cents.
Average rate of fare per mile received for commutation tickets	1.19 "
Average rate of fare per mile received for mileage tickets	2.03 "
Average rate of fare per mile received for season tickets	.70 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	1.98 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	2.50 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	0.77 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Boston to Fitchburg; Greenfield to Troy, N. Y., and Rotterdam; Ashburnham Junction to Bellows Falls, Vt.	249.25 miles.
Main line of road in New Hampshire	42.81 "
" " New York	89.47 "
" " Vermont	6.49 "
" " Massachusetts	104.81 "
Double track on main line	98.51 "
Third track on main line	1.66 "
Branches owned by company, viz.:	
Ice track (double track)	.68 "
Watertown branch (single track)	6.60 "
Marlborough branch (single track)	12.42 "

Peterborough & Shirley (single track) . . .	23.620 miles.
Worcester Division (single track) . . .	36.000 "
Ashburnham branch (single track) . . .	2.590 "
Saratoga & Schuylerville branch (single track) . .	25.520 "
Monadnock branch (single track) . . .	15.800 "
Total length of branches owned by company . . .	123.230 "
Total length of branches owned by company in New Hampshire . . .	23.230 "
Total length of branches owned by company in Massachusetts . . .	74.480 "
Total length of branches owned by company in New York . . .	25.520 "
Double track on branches . . .	00.680 "
Total road belonging to this company . . .	372.480 "
Sidings and other tracks not before enumerated . .	217.800 "
Same in New Hampshire . . .	23.205 "
Total length of track owned, computed as single track	691.130 "
Same in New Hampshire . . .	89.245 "
Total length of tracks laid with steel rails . . .	844.430 "
[Weights per yard, 60, 72, and 76 lbs.]	
<i>Roads and Branches belonging to other Companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Vermont & Massachusetts R. R. . . .	56.000 miles.
Turner's Falls branch . . .	2.800 "
Troy & Bennington branch . . .	5.040 "
Total length of above roads . . .	63.840 miles.
Total length of above roads in Massachusetts . .	58.800 "
" " " in New York . . .	5.040 "
Total miles of road operated by this company . .	436.320 "
Total miles of road operated by this company in New Hampshire . . .	66.040 "
Number of stations in New Hampshire, on all roads operated by this company . . .	16
Number of telegraph offices in same . . .	10
Number of stations on all roads owned by this company . . .	120
Same in New Hampshire . . .	13

DESCRIPTION OF EQUIPMENT.

	Number owned.	Number leased.	Total number.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives	102	8	110	105	9	1
Freight "	79	.....	79	72	81	.....
Other "	33	.....	33	.....	33	.....
Total.....	214	8	222	177	123	1
Passenger cars	164	7	171	171	.....	171
Combination cars	31	.....	31	31	.....	31
Baggage, mail, and express cars....	48	3	51	51	.....	51
Directors' and pay cars.....	2	.....	2	2	.....	2
Total.....	245	10	255	255	.....	255
Box freight cars (basis of 8 wheels)..	3,844	160	4,004	542	.....	398
Stock freight cars " ..	236	.....	236	99	.....	54
Coal freight cars " ..	653	.....	653	.....	.....	43
Flat freight cars " ..	875	.....	875	16	.....	269
Other freight cars " ..	49	.....	49	.....	.....	.....
Total.....	5,657	160	5,817	657	.....	764
Gravel cars in company's service...	174	.....	174	.....	.....	.....
Derrick cars "	22	.....	22	13	.....	2
Caboose cars "	99	.....	99	.....	.....	21
Other road cars "	4	.....	4	1	.....	.....
Boarding cars "	18	.....	18	.....	.....	.....
Total.....	317	.....	317	14	.....	23

Number of cars in passenger equipment with 8 wheels, fitted with brakes for all wheels, 254.

Number of cars in passenger equipment with 12 wheels, fitted with brakes for all wheels, 1.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers							2	3
Employés.. ..			1	5	1	5	17	115
Others.			1		1		36	31
Total.....			2	5	2	5	55	149

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

February 13, 1892. — At South Keene, W. P. Sweeney, freight brakeman, while coupling cars, was caught and slightly squeezed.

March 1. — At Troy, E. L. Mitchell, freight brakeman, was struck by overhead bridge, thrown under train, and instantly killed.

March 15. — At Keene, R. L. Holden, brakeman, was struck by middle arch, in Keene Depot shed. Injuries slight.

May 4. — At Bellows Falls, George Rice, yardman, was caught between cars while coupling. No bones broken. Think injuries internal.

May 11. — At Marlborough, George Sheldon, brakeman, had fingers crushed while coupling freight cars.

May 14. — At Keene, Michael Daley, trespasser in the yard, was struck by a train and instantly killed.

May 27. — At Bellows Falls, S. O. Booth, brakeman, while coupling had the end of his finger jammed. Amputation necessary.

GENERAL INFORMATION.

Highways and Railroad Crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade . .	64
Number of crossings on highways over railroad .	9
Number of crossings on highways under railroad .	10
Number of highway bridges 18 feet above track .	6
Number of highway bridges less than 18 feet above track	3

Height of lowest bridge above the rails	17 ft. 2 in.
Number of crossings at which gates or flagmen are maintained	2
Number of crossings at which there are neither signals nor flagman	62
Number of railroad crossings under other railroads	1
Manchester & Keene R. R., east of Keene, over Cheshire Branch.	

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Between Marlborough and Keene; to replace old iron bridge No. 22, "Gulf Bridge"; 2 spans, single intersection-pin, connected trusses; 1 track; cost \$9,000; built by Edge Moore, Bridge Works; erected by Fitchburg Railroad.

<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging (on Monadnock Branch)	73.6 feet.
Total amount expended for repairs and renewals of bridges \$9,911.23	
Number of ties laid in New Hampshire:	
Cheshire	34,798
Monadnock	7,835
Peterborough & Shirley	3,674
Tons of steel rails in New Hampshire	757
Miles of iron track replaced by steel in New Hampshire, on Monadnock R. R.	5 miles.
Side tracks laid in New Hampshire	25,845 feet.

NAMES AND RESIDENCES OF OFFICERS.

H. S. Marcy, *President*, Boston, Mass.; John Whitmore, *General Traffic Manager*, Boston, Mass.; G. A. Torrey, *General Counsel*, Boston, Mass.; C. S. Anthony, *Auditor*, Boston, Mass.; John Adams, *Superintendent*, Boston, Mass.; A. S. Crane, *General Freight Agent*, Boston, Mass.; J. R. Watson, *General Passenger Agent*, Boston, Mass.; Daniel A. Gleason, *Treasurer*, Boston, Mass.; Edmund D. Codman, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Henry S. Marcy, president, David B. Kimball, Boston, Mass.; William Seward Webb, New York City; Robert Codman, Boston, Mass.; Albert C. Houghton, North Adams, Mass.; Francis Smith, Rockland, Me.; Rodney Wallace, Fitchburg, Mass.; William H. Hollister, New York City; Charles T. Crocker, Fitchburg, Mass.; Frederick L. Ames, Easton, Mass.; William A. Russell, Lawrence, Mass.; John Quincy Adams, Quincy, Mass.; George Heywood, Concord, Mass.; Edward C. Thayer, Keene, N. H.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

H. S. MARCY,
President.
JOHN ADAMS,
General Superintendent.
DAN. A. GLEASON,
Treasurer.
C. S. ANTHONY,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. December 13, 1892. Then personally appeared H. S. Marcy, John Adams, Daniel A. Gleason, and C. S. Anthony, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDMUND D. CODMAN,
Notary Public.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,175,563.96
Less operating expenses	924,358.50
Income from operation	\$251,205.46
Dividends on stock owned:	
Vermont Valley R. R. Co.	\$10,750.00
Miscellaneous income, less expenses:	
Interest	\$19,090.33
Rents	7,528.70
	<u>26,619.03</u>
Income from other sources	37,869.03
Total income	\$288,574.49
Deductions from income:	
Interest and discount on interest bearing current liabilities	\$19,874.13
Taxes	62,055.68
	<u>81,929.81</u>
Total deductions from income	81,929.81
Net income	\$206,644.68
Dividends declared, 8 per cent, on common stock	\$206,400.00
Total	<u>206,400.00</u>
Surplus for the year ending June 30, 1892	\$244.68

Balance profit and loss account June 30, 1891, surplus	\$1,029,984.89
Total profit and loss account, surplus	\$1,030,229.57
Sundry vouchers	25,971.59
Balance profit and loss account June 30, 1892, surplus	\$1,004,257.98
EARNINGS FROM OPERATION.	
Passenger revenue, including extra baggage	\$504,925.84
Less repayments:	
Tickets redeemed \$614.51	
Excess fares refunded 4,963.75	
Other repayments 3,602.24	
Total deductions	9,180.50
Total passenger revenue	\$495,745.34
Mail	15,830.40
Express	18,503.04
Total passenger earnings	\$530,078.78
Freight revenue	\$642,744.57
Less repayments:	
Overcharge to shippers \$3,605.80	
Other repayments 7,698.85	
Total deductions	11,304.65
Total freight revenue	\$631,439.92
Total freight earnings	\$631,439.92
Total passenger and freight earnings	\$1,161,518.70
Other earnings from operation:	
Car mileage, balance \$9,645.26	
Rents from tracks, yards, and terminals 4,400.00	
Total other earnings	14,045.26
Total gross earnings from operation	\$1,175,563.96
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$202,928.47
Renewals of rails	19,195.21

Renewals of ties	\$32,164.21
Repairs of bridges and culverts	12,118.68
Repairs of fences, road crossings, signs, and cattle guards	6,839.30
Repairs of buildings	27,042.78
Total	<u>\$300,288.65</u>
Maintenance of equipment:	
Repairs and renewals of locomotives	\$43,644.06
Repairs and renewals of passenger cars	73,599.53
Repairs and renewals of freight cars	33,668.25
Total	<u>\$150,911.84</u>
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$56,866.73
Fuel for locomotives	101,681.33
Water supplies for locomotives	4,230.32
All other supplies for locomotives	5,291.39
Wages of other trainmen	70,777.99
All other train supplies	2,409.82
Expense of telegraph, including train dispatchers and operators	2,547.18
Wages of station agents, clerks, and laborers	104,818.04
Station supplies	4,409.48
Car mileage — balances	428.79
Loss and damage	4,810.80
Injuries to persons	12,990.82
Total	<u>\$370,405.11</u>
General expenses:	
Salaries of officers	\$22,600.76
Salaries of clerks	12,544.80
Agencies including salaries, rent, and advertising	1,942.45
Insurance	2,500.54
Rents for tracks, yards, and terminals	46,665.33
Legal expenses	1,975.95
Stationery and printing	9,539.97
Other general expenses	4,983.10
Total	<u>\$102,752.90</u>
Recapitulation of expenses:	
Maintenance of way and structures	\$300,288.65
Maintenance of equipment	150,911.84
Conducting transportation	370,405.11
General expenses	102,752.90
Grand total	<u>\$924,358.50</u>
Percentage of operating expenses to earnings	<u>78.63</u>

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Grading and masonry	\$50,569.97	
Bridging	8,250.00	
Lands, land damages, and fences	7,166.76	
Engine-houses, car-sheds, and turn- tables	7,691.13	
Total for construction		\$73,677.86
Locomotives (2)	\$17,419.00	
Passenger, mail, and baggage cars (8)	36,130.50	
Total for equipment		53,549.50
Other expenditures charged to property account: Stock of Vermont Valley R. R. Co. of 1891		307,000.00
Total charges to property accounts		\$434,227.36
Property sold and credited property accounts during the year:		
From number 1	\$94,280.03	
" 2	15,040.76	
" 4	7,738.96	
" 6	7,691.13	
" 11	17,419.00	
" 13	36,130.50	
Total credits to property accounts		178,300.38
Net addition to property account for the year		\$255,926.98
GENERAL BALANCE SHEET, JUNE 30, 1892.		
Cost of road		\$2,970,987.53
Cost of equipment		426,527.66
Stock of Vermont Valley R. R. Co. of 1871		492,510.00
Total permanent investments		\$3,890,025.19
Cash	\$28,418.07	
Bills receivable	91,617.79	
Due from agents	67,166.24	
Due from solvent companies and other individuals	412,443.45	
Total cash and current assets		599,645.55
Other assets:		
Materials and supplies	\$180,450.02	
Total other assets		180,450.02
Total		\$4,670,120.76

Capital stock :		
Common	\$2,580,000.00	
Total capital stock		\$2,580,000.00
Current liabilities:		
Loans and bills payable	\$876,200.00	
Audited vouchers and accounts	120,512.82	
Net traffic balances due to other companies	37,549.96	
Dividends not called for	51,600.00	
Total current liabilities		1,085,862.78
Profit and loss balance		1,004,257.98
Total		\$4,670,120.76
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.		
Interest guaranteed on \$80,000.00 of stock of the Vermont Valley Railroad Company of 1891.		
CAPITAL STOCK.		
Capital stock authorized by charter	\$2,670,000.00	
Capital stock authorized by votes of company	2,580,000.00	
Capital stock issued (number of shares, 25,800); amount paid in		\$2,580,000.00
Total amount paid in as per books of the company		\$2,580,000.00
Total number of stockholders	974	
Number of stockholders in New Hampshire	26	
Amount of stock held in New Hampshire	\$134,600.00	
PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic :		
Number of passengers carried earning revenue	2,237,884	
Number of passengers carried one mile	23,262,559	
Average of distance carried	10.39	
Total passenger revenue		\$495,745.34
Average amount received from each passenger		.22152
Average receipts per passenger per mile		.02131
Passenger earnings per mile of road		6,638.43181
Passenger earnings per train mile		1.09892

Freight traffic:		
Number of tons carried of freight earning revenue	1,329,612	
Number of tons carried one mile	26,072,026	
Average distance haul of one ton	19.61	
Total freight revenue		\$631,439.92
Average amount received for each ton of freight		.47491
Average receipts per ton per mile		.02422
Freight earnings per mile of road		7,907.82617
Freight earnings per train mile		3.81798
Train mileage:		
Miles run by passenger trains		482,364
Miles run by freight trains		165,386
Total mileage trains earning revenue		647,750
Miles run by switching trains		219,455
Miles run by construction and other trains		11,944
Total train mileage		879,149
Average number of persons employed	775	
RATES OF FARE.		
Average rate of fare per mile received for local tickets		2.056 cents.
Average rate of fare per mile received for mileage tickets		2.039 "
Average rate of fare per mile received for season tickets		.853 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies		2.343 "
RATES OF FREIGHT.		
Average rate per ton per mile received from freight way-billed local		3.051 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies		2.224 "
DESCRIPTION OF ROAD OWNED.		
Main line of road from Springfield, Mass., to Keene, N. H.		74.0000 miles.
Main line of road in New Hampshire		23.2142 "

Main line of road in Vermont	7100 miles.
“ “ Massachusetts	50.0757 “
Double track on main line	36.0000 “
Branches owned by company, viz.:	
Chicopee to Chicopee Falls, Mass. (single track)	2.3500 “
Mount Tom to Easthampton (single track)	3.5000 “
Total length of branches owned by company	5.8500 “
Total length of branches owned by company in Massachusetts	5.8500 “
Total road belonging to this company	79.8500 “
Sidings and other tracks not before enumerated	54.1986 “
Same in New Hampshire	48.9253 “
Total length of track owned, computed as single track	170.0485 “
Same in New Hampshire	140.8510 “
Total length of tracks laid with steel rails	162.6040 “
[Weights per yard, 56, 66, 70, and 72 lbs.]	
Total miles of road operated by this company	79.8500 “
Total miles of road operated by this company in New Hampshire	55.9257 “
Number of stations in New Hampshire, on all roads operated by this company	19
Number of telegraph offices in same	14
Number of stations on all roads owned by this company	26
Same in New Hampshire	19

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives	22	22	162,450	69,108	22	14	.....
Freight “	15	15	192,200	87,217	2	13	.....
Other “	10	10	90,200	55,652	.....	9	.....
Total	47	47	.....	.....	24	36	.....
Passenger cars	43	43	51,400	42,956	43	.....	43
Combination cars	18	18	51,400	42,956	18	.....	18
Baggage, mail, and express cars.	3	3	44,443	44,443	3	.....	3
Total	64	64	.....	.....	64	.....	64

	Number owned.	Total number.	Maximum weight.	Average weight.
Box freight cars (basis of 8 wheels)	266	266	21,000	21,000
Stock freight cars	3	3	21,000	21,000
Flat freight cars	281	281	17,000	17,000
Other freight cars	2	2	21,000	21,000
Total	552	552		
Gravel cars in company's service	44	44		
Derrick cars	1	1		
Caboose cars	5	5		
Other road cars	1	1		
Total	51	51		

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 64.

LIST OF ACCIDENTS.

	From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers					2	1
Employés					2	2
Others	1		1		8	7
Total	1		1		12	10

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

June 25, 1892. — Robert Tunstall, 72 years of age and quite deaf, while walking on the track about one half mile east of the Ashuelot station was struck by a gravel train and instantly killed. The bell was rung, whistle sounded, and the brakeman shouted to him, but he paid no attention to any of the warning signals.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in New Hampshire on miles of road owned.</i>	
Number of crossings on highways at grade	20
Number of crossings on highways over railroad	2
Number of highway bridges 18 feet above track	2
Height of lowest bridge above the rails	18 feet.
Number of crossings at which there are neither signals nor flagman	20
<i>Bridges on roads operated in New Hampshire.</i>	
For repairs	\$5,329.92
Charged operating expenses from construction account	6,790.76
Total amount expended for repairs and renewals of bridges	\$12,118.68
Number of new ties laid in New Hampshire:	
Ashuelot division	11,240
Tons of steel rails laid in New Hampshire	105

NAMES AND RESIDENCES OF OFFICERS.

J. Mulligan, *President*, Springfield, Mass.; W. H. Wilson, *Auditor*, Springfield, Mass.; H. F. Sampson, *Superintendent*, Springfield, Mass.; H. E. Howard, *Freight Traffic Manager*, Springfield, Mass.; E. C. Watson, *General Freight Agent*, Springfield, Mass.; Seth Hunt, *Treasurer*, Springfield, Mass.; Seth Hunt, *Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

J. Mulligan, Springfield, Mass.; James A. Rumrill, Springfield, Mass.; Charles S. Sargent, Brookline, Mass.; J. H. Albin, Concord, N. H.; William Whiting, Holyoke, Mass.; James H. Williams, Bel-
lows Falls, Vt.; Frederick H. Harris, Springfield, Mass.; A. B. Harris,* Boston, Mass.; E. F. Lane, Keene, N. H.; Oscar Edwards, Northampton, Mass.

* Died February 9, 1892.

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

J. MULLIGAN,
President.

H. F. SAMPSON,
Superintendent.

SETH HUNT,
Treasurer.

W. H. WILSON,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN ss. SPRINGFIELD, October 31, 1892. Then personally appeared J. Mulligan, H. F. Sampson, Seth Hunt, and W. H. Wilson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE E. FRINK,
Justice of the Peace.

REPORT

OF THE

SULLIVAN COUNTY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$243,331.53
Less operating expenses	177,975.42
Income from operation	\$65,356.11
Miscellaneous income — less expenses	539.68
Total income	\$65,895.79
Deductions from income:	
Interest and discount on interest bearing current liabilities	\$21,817.42
Taxes	10,117.89
Total deductions from income	31,935.31
Net income	\$33,960.48
Dividends declared, 8 per cent on common stock	40,000.00
Deficit for the year ending June 30, 1892	\$6,039.52
Balance profit and loss account June 30, 1891, surplus	139,776.50
Balance profit and loss account, June 30, 1892, surplus	\$133,736.98
EARNINGS FROM OPERATION.	
Passenger revenue	\$93,737.33
Less repayments:	
Tickets redeemed	\$19.02

Excess fares refunded	\$258.50	
Other repayments	34.10	
Total deductions		\$311.62
Total passenger revenue		\$93,425.71
Mail		6,297.87
Express		3,643.90
Extra baggage and storage		857.50
Total passenger earnings		\$104,224.98
Freight revenue		\$140,084.60
Less repayments, overcharge to shippers		978.05
Total freight revenue		\$139,106.55
Total freight earnings		\$139,106.55
Total passenger and freight earnings		\$243,331.53
Total gross earnings from operation		\$243,331.53
OPERATING EXPENSES.		
Maintenance of way and structures :		
Repairs of roadway		\$15,861.98
Renewals of rails		9,311.96
Renewals of ties		7,280.80
Repairs of bridges and culverts		553.21
Repairs of fences, road crossings, signs, and cattle guards		1,227.87
Repairs of buildings		2,957.23
Total		\$37,193.55
Maintenance of equipments :		
Repairs and renewals of locomotives		\$9,809.76
Repairs and renewals of passenger cars		1,013.36
Repairs and renewals of freight cars		7,923.11
Total		\$18,746.23
Conducting transportation :		
Wages of engineers, firemen, and roundhousemen		\$14,792.83
Fuel for locomotives		30,935.57
Water supplies for locomotives		2,588.52
All other supplies for locomotives		1,208.33
Wages of other trainmen		14,243.17
All other train supplies		313.98
Expense of telegraph, including train despatchers and operators		612.29
Wages of station agents, clerks, and laborers		12,727.86

Station supplies	\$1,172.88
Car mileage — balances	28,879.29
Total	<u>\$107,474.67</u>
General expenses :	
Salaries of officers	\$2,050.00
Salaries of clerks	5,653.85
Advertising	801.77
Insurance	246.82
Rents for tracks, yards, and terminals	3,675.07
Legal expenses	498.64
Stationery and printing	1,528.66
Other general expenses	106.66
Total	<u>\$14,561.47</u>
Recapitulation of expenses :	
Maintenance of way and structures	\$37,193.05
Maintenance of equipment	18,746.23
Conducting transportation	107,474.67
General expenses	14,561.47
Grand total	<u>\$177,975.42</u>
Percentage of operating expenses to earnings	<u>73.14</u>
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry	\$8,152.08
Bridging	81,952.00
Total for construction	<u>\$90,104.08</u>
Locomotives	\$5,427.79
Total for equipment	<u>5,427.79</u>
Total charges to property accounts	<u>\$95,531.87</u>
Net addition to property account for the year	<u>\$95,531.87</u>
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$888,055.37
Cost of equipment	50,818.44
Total permanent investments	<u>\$938,873.81</u>
Due from solvent companies and other individuals	\$11,833.14
Total cash and current assets	<u>11,833.14</u>
Total	<u>\$950,706.95</u>

Capital stock:		
Common	\$500,000.00	
Total capital stock		\$500,000.00
Current liabilities:		
Loans and bills payable	\$91,389.15	
Audited vouchers and accounts	225,580.82	
Total current liabilities		316,969.97
Profit and loss balance		133,736.98
Total		\$950,706.95
CAPITAL STOCK.		
Capital stock authorized by charter	\$500,000.00	
Capital stock authorized by votes of company	500,000.00	
Capital stock issued (number of shares, 5,000); amount paid in		\$500,000.00
Total amount paid in as per books of the company		\$500,000.00
Total number of stockholders	9	
PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic:		
Number of passengers carried earning revenue	164,588	
Number of passengers carried one mile	3,393,838	
Average of distance carried	20.62	
Total passenger revenue		\$93,425.71
Average amount received from each passenger		.5676
Average receipts per passenger per mile		.0275
Passenger earnings per mile of road		4,008.653
Passenger earnings per train mile		1.4317
Freight traffic:		
Number of tons carried of freight earning revenue	725,477	
Number of tons carried one mile	18,405,896	
Average distance haul of one ton	25.37	
Total freight revenue		\$139,106.55
Average amount received for each ton of freight		.1917
Average receipts per ton per mile		.0075

Freight earnings per mile of road	\$5,350.2519
Freight earnings per train mile	1.1609
Train mileage :	
Miles run by passenger trains	72,794
Miles run by freight trains	119,820
Total mileage trains earning revenue . . .	192,614
Miles run by switching trains	33,937
Miles run by construction and other trains . .	7,420
Total train mileage	233,971
RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.687 cents.
Average rate of fare per mile received for mileage tickets	2.124 "
Average rate of fare per mile received for season tickets	.835 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2.814 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	2.763 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	.734 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Bellows Falls to Windsor, Vt.	26.0000 miles.
Main line of road in New Hampshire	25.8100 "
Main line of road in Vermont	.1900 "
Double track on main line	8.6810 + "
Same in New Hampshire	8.6810 + "
Total road belonging to this company	26.0000 "
Sidings and other tracks not before enumerated . .	5.9693 + "
Same in New Hampshire	5.9693 + "
Total length of track owned, computed as single track	40.6503 + "
Same in New Hampshire	40.4603 + "

Total length of tracks laid with steel rails . . .	39.7033+	miles.
[Weights per yard, 56, 66, and 70 lbs.]		
Total miles of road operated by this company . . .	26.0000	"
Total miles of road operated by this company in New Hampshire . . .	25.8100	"
Number of stations in New Hampshire, on all roads operated by this company . . .	6	
Number of telegraph offices in same . . .	5	
Number of stations on all roads owned by this company . . .	8	
Same in New Hampshire . . .	6	

DESCRIPTION OF EQUIPMENT.

Ten locomotives leased from Connecticut River Railroad Company under contract of sale.

GENERAL INFORMATION.		
<i>Highway and Railroad Crossings in New Hampshire on miles of road owned.</i>		
Number of crossings on highways at grade . . .	29	
" " " over railroad . . .	2	
" " " under railroad . . .	3	
Number of highway bridges 18 feet above track . . .	2	
Height of lowest bridge above the rails . . .	18 feet.	
Number of crossings at which there are neither signals nor flagman . . .	29	
Number of new ties laid in New Hampshire:		
Sullivan County R. R. . . .	15,505	
Tons of steel rails laid in New Hampshire . . .	360	

NAMES AND RESIDENCES OF OFFICERS.

Oscar Edwards, *President*, Northampton, Mass.; W. H. Wilson, *Auditor*, Springfield, Mass.; J. Mulligan, *Superintendent*, Springfield, Mass.; H. E. Howard, *General Freight Agent*, Springfield, Mass.; E. C. Watson, *General Ticket Agent*, Springfield, Mass.; E. F. Lane, *Treasurer*, Keene, N. H.; J. H. Albin, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Oscar Edwards, Northampton, Mass.; E. F. Lane, Keene, N. H.; C. J. Amidon, Hinsdale, N. H.; J. Mulligan, Springfield, Mass.; J. H. Albin, Concord, N. H.; N. E. Martin, Concord, N. H.; James H. Williams, Bellows Falls, Vt.

PROPER ADDRESS OF THE COMPANY.

THE SULLIVAN COUNTY RAILROAD COMPANY,
SPRINGFIELD, MASS.

OSCAR EDWARDS,
President.
J. MULLIGAN,
Superintendent.
E. F. LANE,
Treasurer.
W. H. WILSON,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE ss. NORTHAMPTON, October 28, 1892. Then personally appeared Oscar Edwards, J. Mulligan, and W. H. Wilson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN WHITTELSEY,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

CHESHIRE ss. Personally appeared before me this fourth day of November, 1892, E. F. Lane, to me known, and made oath to the truth of the attached statement according to his best knowledge and belief.

W. L. MASON,
Notary Public.

REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$4,632,031.78
Less operating expenses	2,846,835.80
Income from operation	<u>\$1,785,195.98</u>
Interest on bonds owned :	
Penobscot Short Line Ry.	\$4,680.56
Dividends on stocks owned :	
Dexter & Newport R. R.	\$350.00
Portland & Rochester	
R. R.	282.00
Portland & Ogdensburg	
R. R.	3,468.15
Dexter & Piscataquis R. R.	62.50
St. John Bridge	1,000.00
Knox & Lincoln Ry.	5,000.00
	<u>10,162.65</u>
Miscellaneous income, less expenses	12,412.85
Income from other sources	<u>27,256.06</u>
Total income	<u>\$1,812,452.04</u>
Deductions from income :	
Interest on funded debt accrued	
during the year	\$699,284.97
Interest and discount on interest	
bearing current liabilities	14,477.17
Taxes	83,484.42
Rentals :	
European & North	
American Ry.	\$125,500.00

Belfast & Moosehead Lake R. R.	\$36,000.00	
Dexter & Newport R. R.	18,000.00	
Eastern Maine R. R.	9,500.00	
Portland & Ogdensburg R. R.	191,330.75	
Dexter & Piscataquis R. R.	13,170.00	
Upper Coös R. R.	60,115.00	
Hereford Ry.	64,500.00	
Knox & Lincoln Ry.	49,054.26	
	<u>\$567,170.01</u>	
Total deductions from income		\$1,364,416.57
Net income		\$448,035.47
Dividends declared, 6 per cent on common stock		241,968.00
Surplus for the year ending June 30, 1892		\$206,067.47
Balance profit and loss account June 30, 1891, surplus		458,163.58
Total profit and loss account, surplus		\$664,231.05
Other items of profit and loss, credit	\$23,571.68	
" " " debit	4,671.02	
	<u>18,900.66</u>	
Balance profit and loss account June 30, 1892, surplus		\$683,131.71
EARNINGS FROM OPERATION.		
Total passenger revenue		\$1,953,777.05
Mail		137,126.97
Express		73,300.00
Other items		17,649.60
Total passenger earnings		\$2,181,853.62
Total freight revenue		\$2,426,378.16
Total passenger and freight earnings		\$4,608,231.78
Other earnings from operation :		
Rents from tracks, yards, and terminals	\$23,800.00	
Total other earnings		23,800.00
Total gross earnings from operation		\$4,632,031.78

Maintenance of way and structures :	
Repairs of roadway	\$428,084.61
Renewals of rails	59,991.62
Renewals of ties	88,230.45
Repairs of bridges and culverts	82,693.66
Repairs of fences, road crossings, signs, and cattle guards	35,023.04
Repairs of buildings	89,395.02
Repairs of docks and wharves	723.90
Other expenses	11,597.99
Total	\$795,740.29
Maintenance of equipment :	
Repairs and renewals of locomotives	\$227,047.90
Repairs and renewals of passenger cars	91,365.05
Repairs and renewals of freight cars	97,169.53
Shop machinery, tools, etc.	18,685.39
Other expenses	30,165.75
Total	\$464,433.62
Conducting transportation :	
Wages of engine-men, firemen, and roundhousemen	\$232,021.60
Fuel for locomotives	861,765.96
Water supplies for locomotives	16,891.31
All other supplies for locomotives	19,054.81
Wages of other trainmen	186,917.05
All other train supplies	45,309.80
Wages of switchmen, flagmen, and watchmen	76,087.75
Expense of telegraph, including train despatchers and operators	44,072.62
Wages of station agents, clerks, and laborers	203,401.90
Station supplies	69,410.94
Car mileage — balances	81,104.83
Loss and damage	7,590.05
Injuries to persons	16,099.05
Steamboats, expenses of, including wages, fuel, and supplies	26,377.23
Other expenses	46,100.17
Total	\$1,432,205.07
General expenses :	
Salaries of officers	\$66,524.62
General office expenses and supplies	20,646.84
Advertising	14,028.34
Commissions	1,817.84
Insurance	8,950.00
Legal expenses	16,396.41
Stationery and printing	12,201.11
Other general expenses	13,891.66
Total	\$154,456.82

Recapitulation of expenses:	
Maintenance of way and structures	\$795,740.29
Maintenance of equipment	464,433.62
Conducting transportation	1,432,205.07
General expenses	154,456.82
Grand total	<u>\$2,846,835.80</u>
Percentage of operating expenses to earnings	61.459
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry	\$33,981.64
Bridging	17,336.97
Superstructure including rails	26,097.23
Lands, land damages, and fences	7,571.75
Passenger and freight stations, wood-sheds, and water-stations	1,778.98
Total for construction	<u>\$86,766.57</u>
Freight and other cars (190)	\$76,500.00
Total for equipment	<u>76,500.00</u>
Total charges to property accounts	<u>\$163,266.57</u>
Net addition to property account for the year	<u>\$163,266.57</u>
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$11,779,043.95
Cost of equipment	2,119,801.86
Bonds owned:	
Penobscot Shore Line Ry.	\$148,000.00
European & North American Ry.	14,166.90
	<u>162,166.90</u>
Stocks owned:	
Dexter & Newport R. R.	\$5,000.00
Portland & Rochester R. R.	4,700.00
Portland & Ogdensburg R. R.	79,272.00
Dexter & Piscataquis R. R.	17,000.00
Portland, Mt. Desert & Machias Steamboat Company	121,000.00
Portland Union Railway Station Company	25,000.00
Sebastcook & Moosehead R. R.	8,000.00

St. John Bridge	\$1,140.00	
Northern Maine R. R.	27,503.97	
Knox & Lincoln R. R.	200,000.00	
Phillips & Rangeley R. R.	12,500.00	
		\$501,115.97
Other permanent investments :		
Androscoggin R. R. lease	\$768,333.33	
European & North American R. R. lease	1,000,000.00	
Portland & Ogdensburg R. R. lease	1,008,739.70	
Portland & Ogdensburg R. R. improvement	514,643.54	
Portland & Ogdensburg R. R. extension	469,442.80	
Dexter & Piscataquis R. R. lease	175,000.00	
Dexter & Piscataquis R. R. improvement	40,556.50	
Upper Coös R. R. lease	353,448.34	
Upper Coös R. R. extension	679,181.10	
Hereford Ry. lease	800,500.00	
Coös & Hereford improvement	35,247.90	
Knox & Lincoln Ry. lease	1,416,292.92	
Knox & Lincoln Ry. improvement	117,007.59	
Camden extension	838.67	
		7,439,232.39
Total permanent investments		\$8,102,515.26
Cash	\$148,944.02	
Bills receivable	117,500.00	
Due from agents	82,802.08	
Net traffic balance from other companies	74,943.02	
Due from solvent companies and other individuals	141,591.45	
Total cash and current assets		565,780.57
Other assets :		
Materials and supplies	\$523,330.10	
Sinking fund	216,690.42	
Total other assets		740,020.52
Total		\$23,307,161.66
Capital stock :		
Common	\$4,487,100.00	
Total capital stock		\$4,487,100.00
Funded debt		11,597,500.00

Current liabilities :		
Loans and bills payable . . .	\$353,000.00	
Audited vouchers and accounts . .	269,567.46	
Wages and salaries	157,922.82	
Dividends not called for	10,790.54	
Matured interest coupons unpaid (including coupons due July 1)	104,989.75	
Total current liabilities		\$896,270.57
Accrued liabilities :		
Accrued rentals not yet due . . .	\$108,986.01	
Accrued interest not yet due . . .	144,181.37	
Androscoggin & Kennebec R. R. stock bonds	11,000.00	
Maine Central interest scrip . . .	8,992.00	
Portland & Ogdensburg R. R. Co. bonds, 6 per cent	800,000.00	
Portland & Ogdensburg R.R. bonds, 5 per cent	1,319,000.00	
Dexter & Piscataquis R. R. bonds .	175,000.00	
Hereford Ry. bonds	800,000.00	
Upper Coös R. R. bonds	350,000.00	
Upper Coös R. R. extension bonds	547,000.00	
Penobscot Shore Line R. R. bonds	1,300,000.00	
Knox & Lincoln Ry. bonds	79,000.00	
Total accrued liabilities		5,643,159.38
Profit and loss balance		683,131.71
Total		\$23,307,161.66
CAPITAL STOCK.		
Capital stock authorized by charter .	\$5,000,000.00	
Capital stock authorized by votes of company	4,487,100.00	
Capital stock issued (number of shares, 44,779); amount paid in		\$4,477,900.00
Capital stock paid in on shares not issued (number shares, 92)		9,200.00
Total amount paid in as per books of the com- pany		\$4,487,100.00
Total number of stockholders . . .	6,669	
Number of stockholders in New Hampshire .	28	
Amount of stock held in New Hamp- shire	\$32,600.00	

FUNDED DEBT.	
Funded debt as follows:	
Androscoggin & Kennebec R. R. bonds; rate of interest, 6 per cent	\$6,200.00
Interest paid on same during the year	\$5,349.00
City of Bath loan; rate of interest, 6 per cent	27,600.00
Interest paid on same during the year	\$5,661.37
City of Bangor loan; rate of interest, 6 per cent	1,000,000.00
Interest paid on same during the year	\$60,000.00
Portland & Kennebec R. R. consols; rate of interest, 6 per cent	1,166,700.00
Interest paid on same during the year	\$69,282.00
Leeds & Farmington R. R.	693,000.00
Interest paid on same during the year	\$37,959.00
Maine Central 7 per cent bonds; rate of interest, 7 per cent	756,800.00
Interest paid on same during the year	\$53,221.00
Maine Central extension bonds; rate of interest, 6 per cent	496,500.00
Interest paid on same during the year	\$29,325.00
Maine Central consols; rate of interest, 7 per cent	3,907,200.00
Interest paid on same during the year	\$269,748.50
Maine Central consols; rate of interest, 5 per cent	269,500.00
Interest paid on same during the year	\$12,675.00
Maine Central consols; rate of interest, 4½ per cent	1,497,000.00
Interest paid on same during the year	\$62,910.00
Maine Central collateral trust bonds; rate of interest, 5 per cent	687,000.00
Interest paid on same during the year	\$34,350.00
Maine Shore line bonds; rate of interest, 6 per cent	42,000.00
Interest paid on same during the year	\$2,520.00
Miscellaneous obligations:	
Maine Central debentures; rate of interest, 5 per cent	58,000.00
Interest paid on same during the year	\$1,475.00

Maine Central sinking fund; rate of interest, 6 per cent	\$600,000.00
Interest paid on same during the year	\$36,000.00
Maine Central improvement, class A; rate of interest, 4½ per cent Maine Central improvement, class B; rate of interest, 4½ per cent	200,000.00 250,000.00
Interest paid on same during the year	\$21,015.00
Total amount of funded debt	\$11,597,500.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	2,088,573
Number of passengers carried one mile	82,432,126
Average of distance carried	39.46
Total passenger revenue	\$1,953,777.05
Average amount received from each passenger	.93546
Average receipts per passenger per mile	.02370
Passenger earnings per mile of road	2,681.20038
Passenger earnings per train mile	1.37939
Freight traffic:	
Number of tons carried of freight earning revenue	1,880,111
Number of tons carried one mile	146,030,405.76
Average distance haul of one ton	77.67116
Total freight revenue	\$2,426,378.16
Average amount received for each ton of freight	1.29055
Average receipts per ton per mile	.015
Freight earnings per mile of road	2,981.68767
Freight earnings per train mile	1.75439
Train mileage:	
Miles run by passenger trains	1,581,745 miles.
Miles run by freight trains	1,383,035 "
Total mileage trains earning revenue	2,964,780 miles.
Miles run by switching trains	921,195 "
Miles run by construction and other trains	208,525 "
Total train mileage	4,094,500 miles.

RATES OF FARE.	
Average rate of fare per mile received for local tickets	3.00 cents.
Average rate of fare per mile received for commutation tickets	2.25 "
Average rate of fare per mile received for mileage tickets	2.25 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2.00 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	1.5 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	1.5 "
DESCRIPTION OF ROAD OWNED.	
Main line of road in Maine	314.23 miles.
Double track on main line	18.6 "
Total road belonging to this company	332.83 "
Sidings and other tracks not before enumerated	105.65 "
Total length of track owned, computed as single track	438.48 "
Total length of tracks laid with steel rails	332.83 "
[Weights per yard, 67, 58, and 52 lbs.]	
<i>Roads and Branches belonging to other Companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Androscoggin R. R.	31.00 miles.
Dexter & Newport R. R.	14.23 "
Dexter & Piscataquis R. R.	16.54 "
Belfast & Moosehead Lake R. R.	33.13 "
European & North American Ry.	120.34 "
Eastern Maine R. R.	18.80 "
Portland & Ogdensburg R. R.	109.10 "
Upper Coös R. R.	55.00 "
Hereford Ry.	53.00 "
Knox & Lincoln Ry.	48.39 "
Total length of above roads	499.53 miles.
Total length of above roads in New Hampshire	99.15 "

Total length of above roads in other States :	
" " " Maine	333.53 miles.
" " " Vermont	13.85 "
" " " Canada	53.00 "
Total miles of road operated by this company . .	813.76 "
Total miles of road operated by this company in New Hampshire	99.15 "
Number of stations in New Hampshire, on all roads operated by this company	31
Number of telegraph offices in same	21
Number of stations on all roads owned by this com- pany	80

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with patent coupler.
			Tons.	Tons.		
Passenger locomotives	61	61	89	65	60	.....
Freight "	62	62	89	67	24	.....
Other "	23	23	55	54	6	.....
Total	146	146	.....	.....	90	.....
			Lbs.	Lbs.		
Passenger cars	124	124	48,000	40,500	124	124
Combination cars	13	13	40,000	37,000	13	13
Baggage, mail, and express cars	53	53	52,000	42,500	53	53
Other cars in passenger service	6	6	.....	.....	6	6
Total	198	198	.....	.....	198	198
Box freight cars (basis of 8 wheels)	1,005	1,005	24,200	22,800	.....	.....
Stock freight cars " "	86	86	25,000	22,500	.....	.....
Coal freight cars " "	150	150	24,000	22,000	.....	.....
Flat freight cars " "	1,571	1,571	19,000	18,300	.....	.....
Other freight cars " "	14	14	35,000	28,500	.....	.....
Total	2,826	2,826	.....	.....	.....	.....
Gravel cars in company's service ..	70	70	9,400	9,250	.....	.....
Derrick cars " " ..	9	9	20,000	18,800	.....	.....
Caboose cars " " ..	60	60	31,500	30,600	.....	.....
Other road cars " " ..	119	119	19,000	18,300	.....	.....
Total	258	258	.....	.....	.....	.....

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers								4
Employés..		3	.....	.....	.....	3	3	22
Others.				2	.....	2	12	13
Total.....		3	.....	2	.....	5	15	39

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

B. T. Emery, while running scraper near Sawyer's river, had an arm fractured by the scraper catching on a guard rail.

Engineer and brakeman slightly injured by collision at Bemis caused by train parting.

Engine struck rear wheel of wagon on crossing, at Bartlett, throwing out two boys and injuring them severely.

GENERAL INFORMATION.

*Highways and Railroad Crossings in New Hampshire
on miles of road owned.*

Number of crossings on highways at grade . .	58
Number of crossings on highways over railroad .	1
Number of crossings on highways under railroad .	4
Number of highway bridges 18 feet above track .	1
Height of lowest bridge above the rails . . .	20 feet.
Number of crossings at which there are neither sig- nals nor flagman	58
Number of railroad crossings at grade	7
C. & M. crossing at Fabyan's, Whitefield, Scotts. Cherry Pond, Lancaster. Kilkenny crossing at Lancaster. G. T. R. crossing at Stratford.	

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Location.	To replace.	Description.	Length of spans and number of tracks.
Cone Brook.....	Trestle.....	Plate girder.....	15 ft., opening.

<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging :	
Wooden	1,399 ft. 3 in.
Iron	1,002 ft. 6 in.
Bridges abolished during the year :	
North Stratford pile bridge, filled.	
Number of new ties laid in New Hampshire :	
Portland & Ogdensburg R. R.	15,122 ties.
Quebec R. R.	2,000 "
Total	17,122 ties.
Tons of steel rails laid in New Hampshire	414
Side tracks laid in New Hampshire :	
Portland & Ogdensburg R. R.	3,034 feet.
Quebec	8,357 "
Total	11,391 feet.
BUILDINGS.	
Lancaster restaurant, ice house.	
Concord & Montreal Junction, station and freight house.	
Riverton, freight house.	
Jefferson, " "	
Quebec Junction, freight house.	
Fabyan's, passenger station.	

NAMES AND RESIDENCES OF OFFICERS.

Arthur Sewall, *President*, Bath, Me.; Payson Tucker, *Vice-President and General Manager*, Portland, Me.; Josiah H. Drummond, *General Counsel*, Portland, Me.; William W. Colby, *Auditor*, Portland, Me.; E. A. Hall, *Assistant Superintendent*, Portland, Me.; Jonas Hamilton, Portland, Me.; H. W. Waldron, Lancaster, N. H.; W. L. White, Bath, Me., *Division Superintendents*; W. S. Eaton, *General*

Freight Agent, Portland, Me.; F. E. Boothby, *General Passenger Agent*, Portland, Me.; George W. York, *Treasurer*, Portland, Me.; Josiah H. Drummond, *Clerk of Corporation*, Portland, Me.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Arthur Sewall, Bath, Me.; Payson Tucker, Portland, Me.; Frank Jones, Portsmouth, N. H.; Samuel C. Lawrence, Medford, Mass.; Joseph S. Ricker, Deering, Me.; William G. Davis, Portland, Me.; Charles A. Sinclair, Boston, Mass.; William T. Hart, Boston, Mass.; Horatio N. Jose, Portland, Me.; Amos Paul, South Newmarket, N. H.; John Ware, Waterville, Me.; Thomas W. Hyde, Bath, Me.; William A. French, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

MAINE CENTRAL RAILROAD COMPANY,
PORTLAND, MAINE.

ARTHUR SEWALL,
President.

PAYSON TUCKER,
Vice-President and General Manager.

GEORGE W. YORK,
Treasurer.

WILLIAM W. COLBY,
General Auditor.

STATE OF MAINE.

CUMBERLAND SS. PORTLAND, September, 1892. Then personally appeared Arthur Sewall, *President*, Payson Tucker, *Vice-President and General Manager*, George W. York, *Treasurer*, William W. Colby, *General Auditor*, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HORACE G. PARKMAN,
Justice of the Peace.

REPORT

OF THE

UPPER COÖS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$35,500.00
Total income	\$35,500.00
Salaries and maintenance of organization \$500.00	
Interest on funded debt accrued . . 14,000.00	
Total deductions	14,500.00
Net income	\$21,000.00
Dividends declared, 6 per cent	21,000.00
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$583,978.12
Cost of equipment	116,021.88
Total permanent investments	\$700,000.00
Capital stock:	
Common \$350,000.00	
Total capital stock	\$350,000.00
Funded debt	350,000.00
Total	\$700,000.00

CAPITAL STOCK.	
Capital stock authorized by charter	\$350,000.00
Capital stock authorized by votes of company	350,000.00
Capital stock issued (number of shares, 3,500); amount paid in	\$350,000.00
Total amount paid in as per books of the company	\$350,000.00
Total number of stockholders	14
Number of stockholders in New Hampshire	8
Amount of stock held in New Hampshire	\$208,400.00
FUNDED DEBT.	
Funded debt, as follows:	
First mortgage bonds due May 1, 1930; rate of interest, 4 per cent	\$350,000.00
Interest paid on same during the year	\$14,000.00
Total amount of funded debt	\$350,000.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from North Stratford to Beecher Falls, Vt.	22.87 miles.
Total road belonging to this company	22.87 miles.

NAMES AND RESIDENCES OF OFFICERS.

George Van Dyke, *President*, Lancaster, N. H.; Irving W. Drew, *General Counsel*, Lancaster, N. H.; Thomas S. McGowen, *Treasurer*, Boston, Mass.; Chester B. Jordan, *Clerk of Corporation*, Lancaster, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George Van Dyke, Lancaster, N. H.; Frank Jones, Portsmouth, N. H.; Charles A. Sinclair, Portsmouth, N. H.; Charles Howard, Boston, Mass.; Irving W. Drew, Lancaster, N. H.; Henry O. Kent, Lancaster, N. H.; Thomas S. McGowen, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

UPPER COÖS RAILROAD,

LANCASTER, N. H.

THOMAS S. MCGOWEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, January 28, 1893. Then personally appeared Thomas S. McGowen and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HENRY T. GOOLD,
Justice of the Peace.

REPORT

OF THE

PROFILE & FRANCONIA NOTCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$20,099.31
Less operating expenses	14,440.41
Income from operation	\$5,658.90
Miscellaneous income, less expenses, 1890, 1891, and 1892	1,449.42
Income from other sources	2,523.65
Total income	\$9,631.97
Deductions from income:	
Taxes	1,468.55
Net income	\$8,163.42
Dividends declared, 4 per cent, on common stock	8,000.00
Surplus for the year ending June 30, 1892	\$163.42
Balance profit and loss account June 30, 1892, surplus	16,017.02
Total profit and loss account, surplus	\$16,180.44
Miscellaneous receipts	1,449.42
	\$17,629.86
Improvements to roadway and track in the years 1890, 1891, and 1892	3,973.07
Balance profit and loss account June 30, 1891, surplus	\$13,656.79

EARNINGS FROM OPERATION.	
Passenger revenue	\$18,474.05
Total passenger revenue	\$18,474.05
Mail	197.16
Express	300.00
Total passenger earnings	\$18,971.21
Freight revenue	\$779.69
Total freight earnings	\$779.69
Total passenger and freight earnings	\$19,750.90
Other earnings from operation :	
Car mileage, balance	\$106.28
Switching charges, balance	242.13
Total other earnings	348.41
Total gross earnings from operation	\$20,099.31
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$3,734.91
Renewals of rails	286.67
Renewals of ties	1,245.36
Repairs of fences, road crossings, signs, and cattle guards	4.25
Repairs of buildings	1,132.29
Total	\$6,403.48
Maintenance of equipment :	
Repairs and renewals of locomotives	\$1,341.48
Repairs and renewals of passenger cars	
Repairs and renewals of freight cars	
Repairs and renewals of steamboats	
Shop machinery, tools, etc.	
Other expenses	
Total	\$1,341.48
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$1,606.54
Fuel for locomotives	1,475.21
Water supplies for locomotives	50.00
All other supplies for locomotives, oil and waste	142.88
Wages of other trainmen	1,162.82
Wages of switchmen, flagmen, and watchmen	437.50

Expense of telegraph, including train despatchers and operators	\$10.00
Wages of station agents, clerks, and laborers	977.46
Station supplies	4.98
Other expenses	16.87
Total	\$5,884.26
General expenses :	
Salaries of officers	\$250.00
Advertising	61.50
Insurance	270.00
Legal expenses	5.00
Stationery and printing	82.86
Other general expenses	141.83
Total	\$811.19
Recapitulation of expenses :	
Maintenance of way and structures	\$6,403.48
Maintenance of equipment	1,341.48
Conducting of transportation	5,884.26
General expenses	811.19
Grand total	\$14,440.41
Percentage of operating expenses to earnings	71.845
GENERAL BALANCE SHEET, JUNE 30, 1892.	
Cost of road	\$191,071.99
Cost of equipment	24,945.03
Total permanent investments	\$216,017.02
Cash	\$163.42
Bills receivable	1,229.92
	<u>1,393.34</u>
Total	\$217,410.36
Capital stock :	
Common	\$200,000.00
Total capital stock	\$200,000.00
Current liabilities :	
Audited vouchers and accounts	\$3,753.57
	<u>3,753.57</u>
Total current liabilities	3,753.57
Profit and loss balance	13,656.79
Total	\$217,410.36

CAPITAL STOCK.	
Capital stock authorized by charter	\$200,000.00
Capital stock authorized by votes of company	200,000.00
Capital stock issued (number of shares, 2,000); amount paid in	\$200,000.00
Total amount paid in as per books of the company	\$200,000.00
Total number of stockholders	20
Number of stockholders in New Hampshire	16
Amount of stock held in New Hampshire	\$196,000.00
TRAIN MILEAGE.	
Miles run by passenger trains	19,042 miles.
Miles run by freight trains	230 "
Miles run by mixed trains	1,710 "
Total mileage trains earning revenue	20,982 miles.
Total train mileage	20,982 miles.
Average number of persons employed	25
DESCRIPTION OF ROAD OWNED.	
Main line of road from Bethlehem Junction to Profile House	} 13.33 miles.
Main line of road from Bethlehem Junction to Bethlehem	
Main line of road in New Hampshire	13.33 "
Total road belonging to this company	13.33 "
Total length of track owned, computed as single track	13.33 "
Same in New Hampshire	13.33 "
Total length of tracks laid with steel rails	13.33 "
[Weight per yard, 40 lbs.]	
Total miles of road operated by this company	13.33 "
Total miles of road operated by this company in New Hampshire	13.33 "
Number of stations in New Hampshire, on all roads operated by this company	4
Number of telegraph offices in same	3
Number of stations on all roads owned by this company	4
Same in New Hampshire	4

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Number equipped with train brake.	Number equipped with patent coupler.
Passenger locomotives.....	3	3	3	3
Total.....	3	3	3	3
Passenger cars.....	4	4	4	4
Combination cars.....	2	2	2	2
Baggage, mail, and express cars.....	1	1	1	1
Total.....	7	7	7	7
Box freight cars (basis of 8 wheels).....	6	6	.....	.....
Total.....	6	6	.....	.....
Other road cars in company's service ..	5	5	.....	.....
Total	5	5	.....	.....

GENERAL INFORMATION.

Highway and Railroad Crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade . . .	3
Number of crossings at which there are neither signals nor flagman	3

Bridges on roads operated in New Hampshire.

Total length of pile and trestle bridging . . .	230 feet.
Timber bridges	130 "
Iron bridges	290 "

NAMES OF OFFICERS.

Benjamin A. Kimball, *President*; Tristram A. Mackinnon, *General Manager*; George E. Cummings, *Superintendent*; Daniels C. Prescott, *General Freight Agent*; Frank E. Brown, *General Passenger Agent*; John F. Webster, *Treasurer*; John P. George, *Clerk of Corporation*.

NAMES OF DIRECTORS LAST ELECTED.

Benjamin A. Kimball, Charles A. Busiel, Walter M. Parker, John P. George, John H. Pearson, Walter Aiken, Benjamin C. White, William F. Thayer, David A. Gregg.

PROPER ADDRESS OF THE COMPANY.

PROFILE & FRANCONIA NOTCH RAILROAD,
CONCORD, N. H.

JOHN F. WEBSTER,
Treasurer.

FRANK P. QUIMBY,
Chief Clerk.

STATE OF NEW HAMPSHIRE.

MERRIMACK ss. January 12, 1893. Then personally appeared John F. Webster, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

MOUNT WASHINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$29,424.25
Less operating expenses	13,626.82
Income from operation	\$15,797.43
Interest on bonds owned:	
\$6,000 6 per cent consolidated bonds of	
Boston, Concord & Montreal R. R.	\$360.00
Miscellaneous income, less expense	50.00
	410.00
Total income	\$16,207.43
Deductions from income:	
Interest during the year	\$10.00
Taxes	2,118.55
Total deductions from income	2,128.55
Net income	\$14,078.88
Dividends declared, 10 per cent, on common stock	12,950.00
Surplus for the year ending June 30, 1892	\$1,128.88
Balance profit and loss account June 30, 1891, surplus	18,025.22
Balance profit and loss account June 30, 1892, surplus	\$19,154.10

EARNINGS FROM OPERATION.	
Passenger revenue	\$29,244.25
Mail	150.00
Total passenger earnings	\$29,394.25
Freight revenue	\$30.00
Total freight earnings	30.00
Total passenger and freight earnings	\$29,424.25
Other earnings from operation	50.00
Total gross earnings from operation	\$29,474.25
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway, including renewals of ties	\$3,268.96
Renewals of rails	927.85
Total	\$4,196.81
Maintenance of equipment :	
Repairs and renewals of locomotives	\$1,346.36
Repairs and renewals of passenger cars	
Repairs and renewals of freight cars	
Repairs and renewals of steamboats	
Shop machinery, tools, etc.	
Other expenses	
Total	\$1,346.36
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$1,747.50
Fuel for locomotives	992.10
Wages of other trainmen	954.50
All other train supplies	139.59
Expense of telegraph, including train despatchers and operators	99.37
Wages of station agents, clerks, and laborers	184.00
Freight on supplies	390.83
Housekeeper and cook	251.94
Provisions for employes	1,027.13
Total	\$5,736.96
General expenses :	
Salaries of officers	\$1,050.00
Salaries of clerks	100.00
Insurance	255.50

Legal expenses	\$736.75
Stationery and printing	54.05
Other general expenses	100.39
Total	<u>\$2,296.69</u>
Recapitulation of expenses :	
Maintenance of way and structures	\$4,196.81
Maintenance of equipment	1,346.36
Conducting transportation	5,786.96
General expenses	2,296.69
Grand total	<u>\$13,626.82</u>
Percentage of operating expenses to earnings	<u>46.31</u>

GENERAL BALANCE SHEET, JUNE 30, 1892.

Cost of road	}	\$139,500.00
Cost of equipment		
Bonds of Boston, Concord & Montreal R. R.		6,000.00
Total permanent investments		<u>\$145,500.00</u>
Cash		\$3,154.10
Total cash and current assets		<u>3,154.10</u>
Total		<u>\$148,654.10</u>
Capital stock :		
Common		<u>\$129,500.00</u>
Total capital stock		\$129,500.00
Profit and loss balance		19,154.10
Total		<u>\$148,654.10</u>

CAPITAL STOCK.

Capital stock authorized by votes of company	\$129,500.00	
Capital stock issued (number of shares, 1,295); amount paid in		\$129,500.00
Total amount paid in as per books of the company		<u>\$129,500.00</u>
Total number of stockholders	40	
Number of stockholders in New Hampshire	22	
Amount of stock held in New Hampshire	\$81,800.00	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	9,920
Number of passengers carried one mile	60,243
Average of distance carried	6.073
Total passenger revenue	\$29,244.25
Average amount received from each passenger	2.95
Average receipts per passenger per mile	.885
Passenger earnings per mile of road	8,773.27
Freight traffic:	
Two tons coal for U. S. Signal Service Station, comprises freight business.	
Average number of persons employed	25 to 30
DESCRIPTION OF ROAD OWNED.	
Main line of road from Base to Summit of Mount Washington	3.333 miles.
Main line of road in New Hampshire	3.333 "
Total road belonging to this company	3.333 "
Total miles of road operated by this company	3.333 "
Total miles of road operated by this company in New Hampshire	3.333 "
Number of stations on all roads owned by this company	2
Same in New Hampshire	2

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.
Passenger locomotives	6	6	12	12	6
Total	6	6	.....	.....	6

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.
Passenger cars	7	7	3	2 $\frac{3}{4}$	.....
Baggage, mail, and express cars	1	1	$\frac{1}{4}$	$\frac{1}{4}$	.....
Total	8	8	.....	.....	.....
Flat freight cars (basis of 8 wheels) ...	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	.....
Total	2	2	.....	.....	.....

Tons of steel rails laid in New Hampshire (to replace iron track)	21,940 2,240
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NAMES AND RESIDENCES OF OFFICERS.

Walter Aiken, *President*, Franklin Falls, N. H.; Walter Aiken, *General Manager*, Franklin Falls, N. H.; Henry Chandler, Manchester, N. H., and George A. Fernald, Boston, Mass., *Auditors*; Edward D. Harlow, *Treasurer*, 35 Congress Street, Boston, Mass.; F. E. Brown, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Walter Aiken, Franklin Falls, N. H.; John H. Pearson, Concord, N. H.; Frederick Smyth, Manchester, N. H.; John W. Sanborn, Wakefield, N. H.; Nathaniel White, Jr., Concord, N. H.; John P. George, Concord, N. H.; George A. Fernald, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

MOUNT WASHINGTON RAILROAD COMPANY,

President's Office, FRANKLIN FALLS, N. H.

Treasurer's and Transfer Office, 35 CONGRESS ST., BOSTON, MASS.

EDWARD D. HARLOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, September 28, 1892. Then personally appeared Edward D. Harlow, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,
Notary Public.

STREET RAILWAY REPORTS.

REPORT

OF THE

CONCORD STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$150,000.00
Capital stock authorized by votes of company	100,000.00
Capital stock paid (par value of shares, \$100)	\$100,000.00
Number of stockholders	58
DEBT.	
Unfunded debt as follows :	
Notes payable	\$53,900.00
Total gross debt	\$53,900.00
Amount of cash assets :	
Cash	\$1,227.26
Sinking fund	1,131.43
	2,358.69
Net debt	\$51,541.31
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading	} \$72,302.34
Track, including timber, rails, etc., and laying	
Interest during construction, commissions, dis-	
counts, etc.	
Engineering, agencies, salaries, and other ex-	} \$72,302.34
penses during construction	

EQUIPMENT.	
Total cost of equipment	\$64,488.29
LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road	\$17,436.05
Total amount of permanent investments	154,226.68
Cash assets	2,358.69
Total property and assets of company	\$156,585.37
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company	\$34,254.75
Miscellaneous income from sale of power, from express, advertising, etc.	1,652.92
Total income from all sources	\$35,907.67
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of roadbed and track	\$7,690.40
Repairs of cars and general expenses	
Wages and salaries of president, treasurer, superintendent, and their clerks	2,850.05
Wages and salaries of all other persons employed in operating the road	17,236.78
Fuel	3,180.20
Insurance	472.62
Total expenses of operating	\$31,430.05
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses . . .	\$4,477.62
Interest paid during the year	2,127.59
Dividends declared	3,000.00
INVENTORY OF EQUIPMENT JUNE 30, 1892.	
Electric motor cars (closed)	6
Electric motor cars (open)	1

Open trail cars	7
Steam motor	1
Steam plows, etc.	
GENERAL BALANCE SHEET, JUNE 30, 1892.	
ASSETS.	
Construction	\$72,302.84
Equipment	64,488.29
Land and buildings	17,436.05
Cash and cash assets	2,358.69
Total assets	\$156,585.37
LIABILITIES.	
Capital stock	\$100,000.00
Unfunded debt	53,900.00
Surplus	2,685.37
Total liabilities	\$156,585.37
COPY OF PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING JUNE 30, 1892.	
DR.	
To expenses	\$31,430.05
interest	2,127.59
dividends	3,000.00
balance carried forward	2,575.03
	\$39,132.67
CR.	
By balance July 1, 1891	\$1,310.00
total income	37,822.67
	\$39,132.67
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings	8.50 miles.
Aggregate length of switches, sidings, etc.	.75 "

Total length of track measured as single track . . .	9.25 miles.
Total length of track paved	2.50 "
Weight of rail per yard, and description of rail : Steel T rail, 35, 45, and 50 lbs.	
Description of the several lines or routes operated by the company : Main line, — Concord (south end) to Penacook. West End branch, — Pleasant, Liberty, Centre, and Merrimack streets.	
MILES RUN, ETC.	
Total number of miles run during the year . . .	142,353
Total number of passengers carried in the cars . .	479,046
Number of persons regularly employed by the com- pany	29
Rates of fare	5, 10, and 15 cts.

PROPER ADDRESS OF THE COMPANY.

CONCORD STREET RAILWAY,
CONCORD, N. H.

NAMES AND RESIDENCES OF OFFICERS.

John H. Albin, *President*; George W. Peirce, *Superintendent*; Edgar C. Hoague, *Treasurer*; Nathaniel E. Martin, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John H. Albin, Concord, N. H.; George A. Cummings, Concord, N. H.; Dexter Richards, Newport, N. H.; Paul R. Holden, West Concord, N. H.; George W. Abbott, Penacook, N. H.; Howard A. Dodge, Concord, N. H.; Gardner B. Emmons, Concord, N. H.

J. H. ALBIN,
G. B. EMMONS,
G. W. ABBOTT,
GEO. A. CUMMINGS,
Directors.

E. C. HOAGUE,
Treasurer.

GEO. W. PEIRCE,
Superintendent.

STATE OF NEW HAMPSHIRE.

MERRIMACK ss. December 28, 1892. Then personally appeared E. C. Hoague, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

NATHANIEL E. MARTIN,
Justice of the Peace.

REPORT

OF THE

UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$150,000.00
Capital stock authorized by votes of company	150,000.00
Capital stock paid (par value of shares, \$100)	\$150,000.00
Number of stockholders	99
DEBT.	
Funded debt as follows :	
Bonds due October 1, 1910; rate of interest, 6 per cent	\$100,000.00
Total gross debt	\$250,000.00
Amount of cash assets, viz. :	
Cash	1,756.24
Net debt	\$248,243.76
PERMANENT INVESTMENTS.	
RAILWAY.	
Total cost of construction	\$252,759.25

EQUIPMENT.	
Total cost of equipment	\$207,760.22
LAND AND BUILDINGS.	
Land owned by company needed in operating road .	\$10,000.00
Buildings owned by company needed in operating road	34,999.03
Total cost of land and buildings	\$44,999.03
Total amount of permanent investments	252,759.25
Cash assets	1,756.24
Total property and assets of company	\$254,515.49
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks	\$154.02
New horses	150.00
Other equipment	761.29
Land and buildings	1,693.94
Total addition to property	\$2,759.25
Net addition to property for the year	\$2,759.25
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company	\$35,390.81
Income from other sources:	
Rent of dwellings	741.49
Total income from all sources	\$36,132.30
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Total expenses of operating	\$21,602.81
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses	\$14,439.49
Interest accrued during the year . . . \$6,000.00	

Dividends declared	\$3,924.00	\$9,924.00
Balance for the year, or surplus		\$4,515.49
Surplus at commencement of year		10,535.36
Total surplus		\$15,050.85

INVENTORY OR EQUIPMENT.

Box-cars	7
Open cars	12
Horses	8
Harnesses (pairs of)	4
Omnibuses (old)	2
Sleighs	4

GENERAL BALANCE SHEET, JUNE 30, 1892.

ASSETS.

Equipment	\$207,760.22
Land and buildings	44,999.03
Cash and cash assets	1,756.24
Total assets	\$254,515.49

LIABILITIES.

Capital stock	\$150,000.00
Funded debt	100,000.00
Surplus	4,515.49
Total liabilities	\$254,515.49

COPY OF PROFIT AND LOSS ACCOUNT FOR
THE YEAR ENDING JUNE 30, 1892.

DR.

To expenses	\$21,692.81
interest	6,000.00
dividends	3,924.00
balance carried forward	15,050.75
	\$46,667.56

CR.

By balance	\$10,535.26
total income	36,132.30
	\$46,667.56

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings . . .	6½ miles.
Aggregate length of switches, sidings, etc. . .	½ "
Total length of track, measured as single track . .	7 "
Total length of track paved	1½ "
Weight of rail per yard, and description of rail: 45 lbs. T rail.	
MILES RUN.	
Total number of miles run during the year . .	194,028.25
Total number of passengers carried in the cars . .	540,814.00
Total number of round trips for the year . . .	14,643.00
Number of persons regularly employed by the company	30
Rates of fare	5 and 10 cents.

PROPER ADDRESS OF THE COMPANY.

UNION STREET RAILROAD COMPANY,
DOVER, N. H.

NAMES AND RESIDENCES OF OFFICERS.

William D. Sawyer, *President*, Dover, N. H.; James Houston, *Superintendent*, Dover, N. H.; H. W. Burgett, *Treasurer*, Brookline, Mass.; Isaac F. Abbott, *Clerk of Corporation*, Dover, N. H.

THOS. W. PEIRCE, *President*.

H. W. BURGETT,

*Directors of the Consolidated Light and Power Company,
Lessees of the Union Street Railroad Company.*

H. W. BURGETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, October 29, 1892. Then personally appeared Thomas W. Peirce and H. W. Burgett, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. F. PERKINS,
Justice of the Peace.

REPORT

OF THE

LACONIA & LAKE VILLAGE STREET RAIL- WAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter .	\$30,000.00	
Capital stock authorized by votes of company .	30,000.00	
Capital stock paid (par value of shares, \$50) .		\$30,000.00
Number of stockholders	32	
DEBT.		
Funded debt as follows:		
Notes payable		\$9,500.00
Total gross debt		\$39,500.00
Amount of cash assets, viz.:		
Cash	\$259.32	
Supplies	11.56	
		270.88
Net debt		\$39,229.12
PERMANENT INVESTMENTS.		
RAILWAY.		
Total cost of construction		\$14,906.72

EQUIPMENT.		
Horses		\$4,863.65
Cars		7,275.00
Other articles of equipment		3,296.00
Total cost of equipment		\$15,434.65
LAND AND BUILDINGS.		
Total cost of land and buildings		\$14,346.67
Total amount of permanent investments		\$44,688.04
Cash assets		270.88
Total property and assets of company		\$44,958.92
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks in process (5,228 ft.)		\$2,256.68
New horses (4)		404.25
Other equipment		595.00
Land and buildings		5,657.68
Total addition to property		\$8,913.61
Net addition to property for the year		\$8,913.61
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company		\$10,772.63
Received from sales of manure		174.06
Total earnings		\$11,036.69
Income from other sources:		
Barge	\$274.40	
Rents	274.56	
Miscellaneous	289.15	
		838.11
Total income from all sources		\$11,784.80
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of roadbed and track		\$457.52
Repairs of cars and other vehicles, harness, and horseshoeing		854.98

Repairs on buildings	\$31.21
Wages and salaries of president, treasurer, and their clerks	125.00
Wages and salaries of all other persons employed in operating the road	4,292.21
Provender	3,144.67
Insurance	221.02
Office expenses, and all other expenses not included above	517.28
Total expenses of operating	\$9,643.89
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses	\$2,140.91
Interest accrued during the year \$218.13	
Dividends declared (6 per cent for the year) 1,800.00	2,018.13
Balance for the year, or surplus	\$122.78
Surplus at commencement of year	5,336.14
Total surplus June 30, 1892	\$5,458.92
INVENTORY OF EQUIPMENT JUNE 30, 1892.	
Box-cars	4
Open cars	6
Horses	30
Harnesses (pairs of)	8
Barges	2
Sleighs	6
Other articles of equipment:	
Wagon, cart, flat car, plow.	
Largest number of horses owned at any time during the year	30
Smallest number of horses owned at any time during the year	24
Average number of horses owned during the year	25
GENERAL BALANCE SHEET, JUNE 30, 1892.	
ASSETS.	
Construction	\$14,906.72
Equipment	15,434.65

Land and buildings	\$14,346.67
Cash and cash assets	270.88
Total assets	\$44,958.92
LIABILITIES.	
Capital stock	\$30,000.00
Unfunded debt	9,500.00
Surplus	5,458.92
Total liabilities	\$44,958.92
COPY OF PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING JUNE 30, 1892.	
DR.	
To expenses	\$9,648.89
interest	218.13
dividends	1,800.00
balance carried forward July 1, 1892	5,458.92
	\$17,120.94
CR.	
By balance July 1, 1891	\$5,336.14
total income	11,784.80
	\$17,120.94
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings	3.368 miles.
Aggregate length of switches, sidings, etc.	.260 "
Total length of track, measured as single track	3.628 "
Total length of track paved	.520 "
Weight of rail per yard, and description of rail: Street, 35 lbs.; T, 25 lbs.	
Total length of railway, measured as single track, not including sidings, etc., operated by this com- pany	3.360 "

MILES RUN, ETC.	
Total number of miles run during the year . .	55,453
Total number of passengers carried in the cars .	220,388
Total number of round trips for the year . . .	11,317
Number of persons regularly employed by the company	7
Rates of fare	4 and 5 cents.

PROPER ADDRESS OF THE COMPANY.

LACONIA & LAKE VILLAGE HORSE RAILROAD,
LACONIA, N. H.

NAMES OF OFFICERS.

Joseph C. Moore, *President*; Bela S. Keniston, *Superintendent*;
Edmund Little, *Treasurer and Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Joseph C. Moore, Lakeport, N. H.; Henry Tucker, Lakeport, N. H.; Samuel C. Clark, Lakeport, N. H.; Charles F. Stone, Laconia, N. H.; Perley Putnam, Laconia, N. H.; Edwin C. Lewis, Laconia, N. H.; Albert G. Folsom, Laconia, N. H.

HENRY TUCKER,
ALBERT G. FOLSOM,
EDWIN C. LEWIS,
PERLEY PUTNAM,

*Directors of the Laconia and
Lake Village Street Railway Company.*

EDMUND LITTLE,
Treasurer.

B. S. KENISTON,
Superintendent.

STATE OF NEW HAMPSHIRE.

BELKNAP ss. October 7, 1892. Then personally appeared Henry Tucker, general manager, Edmund Little, treasurer, and B. S. Keniston, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. S. GORDON,
Justice of the Peace.

REPORT

OF THE

MANCHESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter	\$250,000.00	
Capital stock authorized by votes of company	25,000.00	
Capital stock paid (par value of shares, \$100)		\$25,000.00
Number of stockholders	16	
DEBT.		
Unfunded debt as follows :		
Notes and acceptances	\$58,643.39	
Total gross debt		\$58,643.39
Amount of cash assets, viz. :		
Cash, debit balances		651.05
Net debt		\$57,992.34
PERMANENT INVESTMENTS.		
RAILWAY.		
Total cost of construction as represented by capital stock and debt		\$83,643.39

Total amount of permanent investments as represented by stock and debt	\$83,643.39
Cash assets	651.05
Total property and assets of company on above basis	\$84,294.44
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (25).	
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company	\$73,240.75
Received from sales of manure	382.70
Total earnings	\$73,623.45
Income from other sources :	
Rent	\$160.00
Sundry items	61.25
Horses and material sold	1,367.09
	1,588.34
Total income from all sources	\$75,210.79
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of roadbed and track	\$7,109.43
Repairs of cars and other vehicles, harness, and horseshoeing	
Repairs on buildings	
Renewal of horses	2,646.00
Wages and salaries of president, directors, treasurer, superintendent, and clerk	2,925.00
Wages and salaries of all other persons employed in operating the road	31,650.20
Provender	17,823.17
Taxes, state and local	609.15
Gas, water, oil, and fuel	686.47
New equipment	707.75
Interest	4,025.24
Rents	1,167.20
Insurance	1,313.46
Damages for injuries to persons and property	112.98
Office expenses, and all other expenses not included above	2,326.76
Total expenses of operating	\$73,102.81

NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses . . .	\$2,107.98
INVENTORY OF EQUIPMENT.	
Box-cars	18
Open cars	16
Horses	149
Harnesses (pairs of)	58
Omnibuses	3
Sleighs	1
Other articles of equipment:	
Four snow plows, 1 express wagon, 1 Concord wagon, 1 tip cart, 25 set lead reins, 136 blankets, 1 light driving harness, 6 pairs double harnesses, 1 express wagon harness, 3 team harnesses, 4 snow sleds, 1 hay cart, 1 manure cart.	
Largest number of horses owned at any time during the year	153
Smallest number of horses owned at any time during the year	141
Average number of horses owned during the year	147
GENERAL BALANCE SHEET, JUNE 30, 1892.	
ASSETS.	
Construction	\$47,500.00
Cash and cash assets	651.05
Profit and loss *	35,492.34
Total assets	\$83,643.39
LIABILITIES.	
Capital stock	\$25,000.00
Unfunded debt	58,643.39
Total liabilities	\$83,643.39
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings	9.00 miles.
Aggregate length of switches, sidings, etc.	.04 "

* Representing improvements charged to expense.

Total length of track, measured as single track	9.04 miles.
Total length of track paved	8.75 "
Weight of rail per yard, 27 and 34 lbs.	
Total length of railway, measured as single track, not including sidings, etc., operated by this com- pany	9.00 "
MILES RUN, ETC.	
Total number of passengers carried in the cars	1,449,241
Total number of round trips for the year	80,526
Number of persons regularly employed by the com- pany	60
Rate of fare	5 cents.

LIST OF ACCIDENTS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....			1			
Employés.....		13		2	1	15
Others.....						

STATEMENT OF EACH ACCIDENT.

October 14, 1891. — Driver lost control of horses, and car was overturned at corner Main and Granite streets, 13 persons more or less injured.

January 26, 1892. — Peter B. Fish slipped in getting off car and broke his leg. No fault of any employé.

June 25. — A young child, Rosy Devoy, ran between the horses and sat down, was caught by a wheel, and her leg cut.

June 4. — Mrs. D. L. Woodbury fell in getting off a car in motion, corner of Elm and Prospect streets.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER STREET RAILWAY,
MANCHESTER, N. H.

NAMES OF OFFICERS.

Charles Williams, *President*; N. H. Walker, *Superintendent*; Charles H. Bartlett, *Treasurer*; Edwin F. Jones, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles Williams, James F. Briggs, Abraham P. Olzendam, Joseph L. Stevens, Arthur H. Williams, Manchester, N. H.

C. H. BARTLETT,
Treasurer.

REPORT

OF THE

NASHUA STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter	\$150,000.00	
Capital stock authorized by votes of company	20,000.00	
Capital stock paid (par value of shares, \$50)		\$20,000.00
Number of stockholders	26	
DEBT.		
Funded debt as follows:		
Authorized bonds due 1911; rate of interest, 6 per cent	\$150,000.00	
Issued bonds due 1911; rate of interest, 6 per cent	75,000.00	
Bonds due 1911; rate of interest, 6 per cent, sold		\$63,000.00
Bonds due 1911; rate of interest, 6 per cent, unsold	\$12,000.00	
Unfunded debt, as follows:		
Notes		46,406.83
Total gross debt		\$109,406.83
Amount of cash assets, viz.:		
Cash	\$546.16	
Supplies	2,500.00	
		3,046.16
Net debt		\$106,360.67

PERMANENT INVESTMENTS.	
RAILWAY.	
Total cost of construction	\$78,586.67
EQUIPMENT.	
Horses	\$11,462.15
Cars	19,512.93
Other articles of equipment	1,963.94
Total cost of equipment	\$32,939.02
LAND AND BUILDINGS.	
Land owned by company needed in operating road .	\$4,183.00
Buildings owned by company needed in operating road	17,344.71
Total cost of land and buildings	\$21,527.71
Total amount of permanent investments	\$128,349.56
Cash assets	3,046.16
Total property and assets of company	\$131,811.91
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks, includes large amount of material on hand for future construction (about 5,000 feet)	\$16,656.97
New horses (7)	896.48
New cars (4)	3,888.00
Other equipment (2 sleds and new harnesses)	135.56
Land and buildings	5,281.43
Total addition to property	\$26,858.44
Property sold or reduced in valuation on the books, viz.:	
Seven new horses purchased	896.48
Net addition to property for the year	\$25,961.96
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company	\$26,431.80

Received from sales of manure	\$226.67
Income from other sources	1,881.40
Total income from all sources	\$28,539.87
EXPENSES FOR OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of roadbed and track	\$1,784.67
Repairs of cars and other vehicles, harness, and horseshoeing	
Repairs on buildings	
Renewal of horses	896.48
Wages and salaries of president, treasurer, superintendent, and their clerks	766.76
Wages and salaries of all other persons employed in operating the road	11,214.47
Provender	4,810.32
Taxes, state and local	14.24
Coal, gas, oil, etc.	414.89
Insurance	296.48
Office expenses, and all other expenses not included above	1,171.86
Total expenses of operating	\$21,370.17
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses	\$7,169.70
Interest accrued during the year \$5,879.06	
Dividends declared, 5 per cent for the year 1,000.00	
	6,879.06
Balance for the year, or surplus	\$290.64
Surplus at commencement of year	6,402.09
Total surplus June 30, 1892	\$6,692.73
INVENTORY OF EQUIPMENT.	
Box-cars	11
Open cars	13
Horses	79
Harnesses (pairs of)	26
Sleighs	1
Other articles of equipment: 4 snow plows, 1 sweeper, 4 sleds, 1 cart, and 3 wagons.	
Largest number of horses owned at any time during the year	79

Smallest number of horses owned at any time during the year	74
Average number of horses owned during the year	77
GENERAL BALANCE SHEET, JUNE 30, 1892.	
ASSETS.	
Construction	\$78,586.67
Equipment	32,939.02
Land and buildings	21,527.71
Cash and cash assets	3,046.16
Total assets	\$136,099.56
LIABILITIES.	
Capital stock	\$20,000.00
Funded debt	63,000.00
Unfunded debt	46,406.83
Surplus	6,692.73
Total liabilities	\$136,099.56
COPY OF PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING JUNE 30, 1892.	
DR.	
To expenses	\$21,370.17
interest	5,879.06
dividends	1,000.00
balance carried forward June 30, 1892.	6,692.73
	\$34,941.96
CR.	
By balance	\$6,402.09
total income	28,539.87
	\$34,941.96
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, about	7½ miles.
Total length of track paved, about	7 "

Weight of rail per yard, and description of rail : 35 lbs., T, tram, and girder.	
Description of the several lines or routes operated by the company :	
Main line, — Kinsley, Main, and Canal streets to Concord depot.	
West Pearl street, — From Tremont House through West Pearl, Palm, Hollis, and Hanover streets to stable.	
Main street, — From Kinsley street, south through Main street to Lawndale Garden.	
Concord street, — From Railroad square, north through Concord street to Greeley Farm.	
Cost per day per horse for feeding, bedding, and shoeing	27 $\frac{4}{10}$ cents.
Cost per car mile for operating, exclusive of interest and dividend	16 $\frac{1}{3}$ "
MILES RUN, ETC.	
Total number of miles run during the year	164,132
Total number of passengers carried in the cars	551,946
Total number of round trips for the year	41,033
Number of persons regularly employed by company	17
Rates of fare	4 and 5 cents.

PROPER ADDRESS OF THE COMPANY.

NASHUA STREET RAILWAY,

85 KINSLEY STREET, NASHUA, N. H.

NAMES OF OFFICERS.

George H. Knowles, *President*; Herbert F. Webster, *Superintendent*;
John D. Chandler, *Treasurer and Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George H. Knowles, Boston, Mass.; John A. Fisher, Nashua, N. H.;
William H. Knowles, Nashua, N. H.; John D. Chandler, Nashua,
N. H.; Charles Williams, Manchester, N. H.

GEORGE H. KNOWLES,
JOHN A. FISHER,
WILLIAM H. KNOWLES,
JOHN D. CHANDLER,
Directors.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. December 29, 1892. Then personally appeared George H. Knowles, John A. Fisher, William H. Knowles, and John D. Chandler, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDSON F. CHANDLER,
Justice of the Peace.

By J. H. F.
31.11.6

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